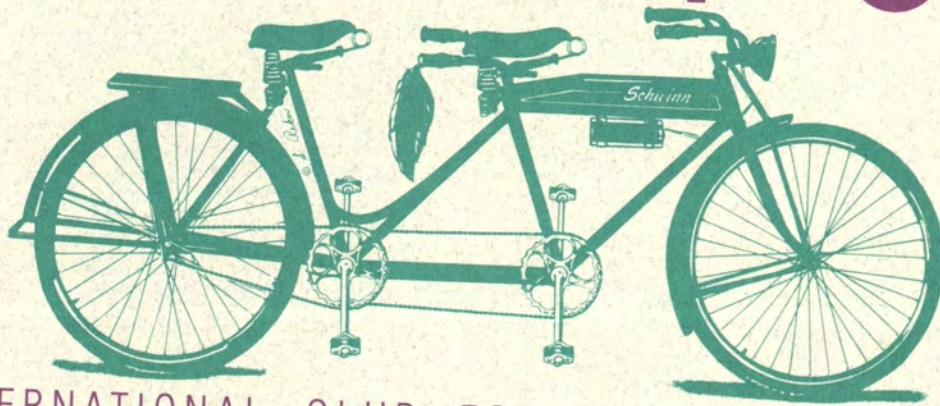


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DOUBLETALK



MAY - JUNE
1996

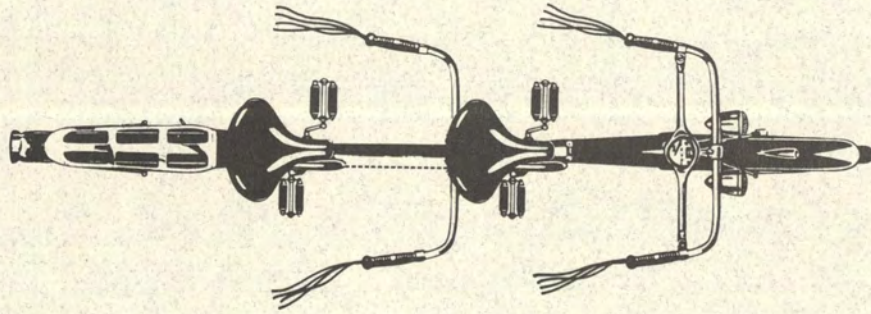
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the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
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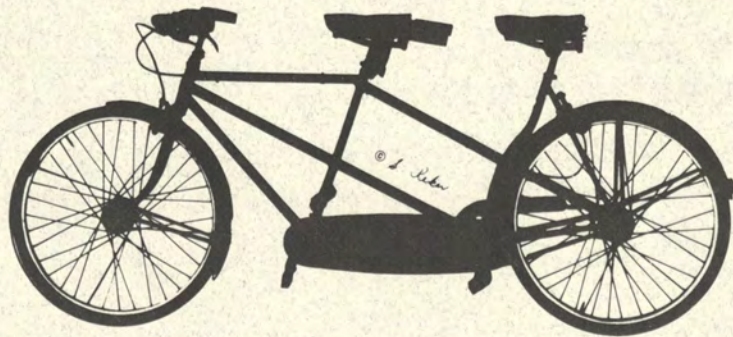
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DOUBLE TALK

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DEADLINE FOR THE JULY- AUGUST, 1996 ISSUE OF DOUBLETALK IS JUNE 1, 1996.

FROM THE EDITORS

We received a few inquiries from some TCA Members who's names were inadvertently omitted from the printing of the 1996 Membership List. We changed report writers again this year, and, somehow, we seemed to drop about 25 names. We're sorry if your name was one of them. We do our best to keep errors like this from happening, but, unfortunately, we do make mistakes from time to time. Please bear with us, and we'll have the program learned before we print the 1997 list! Thanks for your understanding. We hope you continue your great support.

The TCA Calendar is bigger and better than ever. Flip back to the Rides Calendar and look at all the options you have. There are literally rides in every part of the United States to choose from. Travelling? Take the Calendar and your copy of the Membership List and join in! You'll find that you share a lot in common with the other members of the Tandem Club, and they'd like you to join them. If you want to attend one of the major rallies, join early, as most fill up weeks ahead of time. You don't want to be the team that doesn't get in just because you procrastinated.

Tom Thalmann, the coordinator of the TCA Hospitality Homes list, asked me to remind those who may have let their TCA Membership lapse for two or more months that it will be necessary to update your Hospitality Homes information. The Hospitality Homes' list is purged annually of non-members. Unfortunately, this also means that you may find that your HH listing is deleted if you happen to let your TCA membership lapse in the winter time. There is a form in this issue that you can use.

Thanks to all who have used the Internet to send us your articles, letters, and classifieds to DoubleTalk. This is a great way to keep in touch throughout the year. Just don't forget to send your

pictures to us via good ol' US S'nail/Mail with a note as to which article the pictures should accompany (a good way is to enclose a hardcopy of the article with the pictures). Our e-mail address is tandems@mindspring.com.

Time to go. The printer is waiting for the pages. See ya!

READING FOR THE BLIND -- TCA ON TAPE

Our volunteers who are heading the TCA's VIP Project are ready to proceed! Now we need to know who are Visually Impaired TCA Members are. If you or someone you know is a TCA member who is visually impaired, please send the Editors of DoubleTalk (Jack & Susan Goertz, TCA Editors, 2220 Vanessa Drive, Birmingham, AL, 35242), the name, membership number (from the upper left corner of the mailing label), and address of each VIP member. VIP members may choose to receive DoubleTalk in print or on cassette (but not both). The first issue you will receive on cassette will be the July-August, 1996, issue.

We're glad to be able to offer this option to our members, and we think it will be a great benefit! Please bear with us as we work out any glitches in the system

Thanks to all who are volunteering to help this effort. All volunteers will be recognized in a future issue!



LETTERS TO DOUBLETALK

Dear DoubleTalk,

From one stoker to many others. Please tell me how I can conquer my fear of going down hill at a high rate of speed!! We even have a disc brake but I still get "white Knuckles"!

We would some day like to cross the country on our tandem - but am not sure I can face those mountains! Please advise!

Dear DoubleTalk,

I write concerning RAGBRAI XXIV which runs July 21 through July 27, 1996. On past rides through the beautiful state of Iowa, Sheryl and I have met quite a few TCA members. In fact, Joe and Rita Schacherer of Knoxville, Iowa introduced us to TCA in 1990, two years before we purchased our first tandem.

Now to the point. How about a group TCA tandem start Sunday morning July 21? Think of it! What better way to quickly meet and get to know TCA members from all over. If you are interested look for the pink "BITE" signs on the message board in Sioux Center Saturday July 20 or call us @ 701-223-6143.

Also, I may have up to four extra rider passes for this years ride. But, on the flip side, I may be in need of up to four rider passes. Either way, call me.

Carson & Sheryl Fleck
TEAM BITE
Bismarck Tandem Enthusiasts
Bismarck, ND

Dear DoubleTalk,

Betty and I are planning to cycle across America beginning late August of 1996. We obtained the maps for the California to Florida route from Adventure Cycling (formerly BikeCentennial) only to discover what appears to be two very difficult climbs early in

our trip (the 6295' Needles Eye in Arizona and Pinos Altos and Emory Pass in New Mexico). Since we are planning on moteling it our load will be light and if these climbs have descent gradients we can cycle them

ok. However, there seems to be no stops other than campgrounds over Pinos Altos and Emory Pass. Do you know of any suitable detours around these rather formidable obstacles that we could take and still be able to use motels?

We would really appreciate any information we receive regarding a good alternate route.

John Griffin
HCR 1 Box 618
Trinity Center, CA 96091



VOLUNTEERS NEEDED

The Tandem Club of America needs your help. Please volunteer to work for an hour or two at the TCA booth at Midwest Tandem Rally. Besides copies of the magazine and membership brochures, the booth will have our new TCA polo shirts available for sale. In addition any remaining TCA t-shirts will be available at blow out prices.

If you're going to be at MTR 96 and can spare an hour or two, please contact Jack or Susan Goertz,

2220 Vanessa Dr
Birmingham, AL 35242
(205) 991-7766 voice and fax
e-mail tandems@mindspring.com



Dear DoubleTalk,

Over the years I have seen much correspondence on what to do with bicycle patches.

I mount mine on 16x20 photo mounting boards (usually used for mounting 11x14 prints) using glue sticks, which is very easy. The boards with patches and a few photos make nice wall decorations. A collage of my downhill ski tickets with a few photos on boards also make nice decorations. I'm now starting to mount my souvenirs of motorcycle rallies. I started motorcycling in '92 when I retired at age 65.

Sam Henry
Lititz, PA



LESSOR TOUR

My wife and I have been members of the T.C.A. for just under a year. We have relished the stories in each newsletter we receive. Each one motivating us to get out and enjoy the sport we all share a love for.

I would like to recount a tour that we undertook in May 1995. The name of this two year old event has been dubbed the LESSOR TOUR. The LE signifying the start and finish line which is the southern shore of Lake Erie. The OR represents the halfway mark at the Ohio River. And the SS stands for all the saddle sores in between those two points.

We lived, at the time, ten miles west of Cleveland, Ohio and seven miles south of Lake Erie. I have always wanted to see Ohio by bicycle and in the spring of 1994 I was up for the challenge.

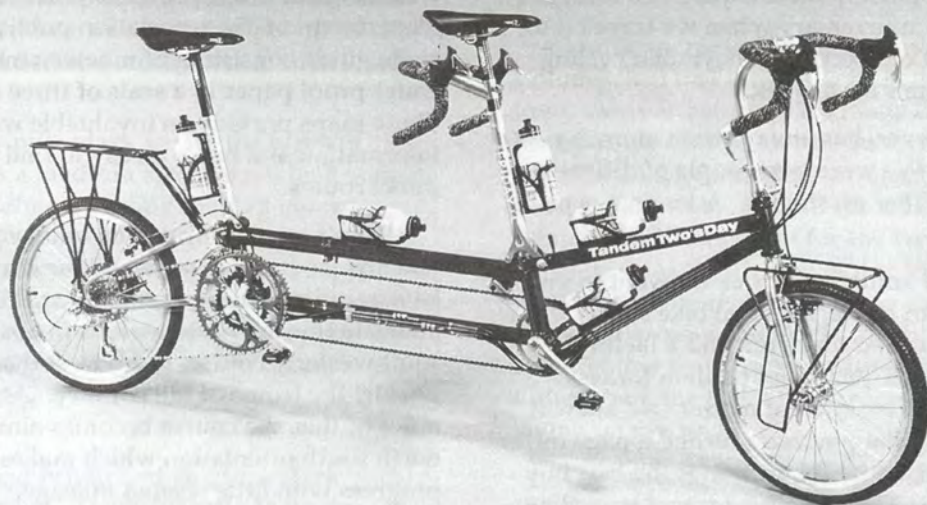
I rode the LESSOR TOUR that year on a single. Situating the ride during the second week of May allowed me to do my ride in conjunction with the Tour of The Scioto River Valley, TOSRV. A ride that boasts 6000 riders and an excellent support staff. This ride stretches from Columbus, Ohio, which is in the center of the state, to Portsmouth, Ohio on the Ohio River and back again.



After an exhilarating trip of 530 miles in five days I returned home ready to share my experiences with my wife.



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Betty and Gene Newton
California



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My wife and I have cycled together throughout our marriage. Our most notable experience being our tenth wedding anniversary when we traveled to Vermont and spent our second honeymoon cycling between youth hostels for a week.

Bicycling, however, has always been more my passion than hers. We were two people of different abilities riding together on singles. A tandem is just what we needed.

Fate was surely smiling on us as we went to visit my home away from home, the local bike shop. When we were informed that Trek had a factory close-out on their 1992 T200 road tandem for less than half the price of the current model. we knew it was now or never. That purchase turned a page in our cycling life, and without question is the best buy we have ever made. The pleasure derived in cycling is surely proportional to the number of people powering the bike.

This course of events set the stage for the 1995 LESSOR TOUR.

I was very lucky in route planning the LESSOR TOUR. Other than the way we enter and exit

Columbus, the only major city on the route, the trip was identical to the previous years tour. The Ohio Department of Transportation publishes a bicycle route guide consisting of nineteen maps printed on water proof paper in a scale of three miles per inch. These maps provide an invaluable wealth of information and make it easy to find very rural and direct routes.

Ohio's geography can be quite varied, and to take the most direct route on our journey would have required riding in some very hilly country. To alleviate this my route took us in a zig zag southwesterly course, more west than south, that let us skirt the fringe of hill country. After about fifty miles of this, the course becomes almost a perfect north south orientation which makes for quick progress with little wasted mileage.

The night before our departure we did the first leg of the tour. It consisted of riding up to Lake Erie so we would be officially starting at the top of the state, and then riding home again to finalize our gear and get a good nights sleep.

Thursday, May 11, dawned gray and misty with temperatures in the upper fifties. Little did we know this was to be the days high. As we struggled in the early miles to get comfortable, the wind picked up, the mercury dropped and the mist got wetter. It is very difficult to pack light for a week long bike tour in May in Ohio. There is no such thing as typical weather and by mile twenty five I was wishing I had brought my neoprene booties as the temperature dropped to a wet fifty degrees. Our first stop was in Camden. The town is no more, but, at the crossroads stands a very nice church. I went in and after soaking my feet in the warm water of a bathroom sink for twenty minutes, we were able to go on.

Ohio roads are laid out in a grid system with a cross road roughly every one and a half miles. As we zig zagged across north central Ohio towns like Clarksfield, Fitchville, Greenwich, and Plymouth came and went. Most of these places are just wide parts in the road with over grown one room school houses and beautiful but vacant business districts that make you wonder what it was like in these towns heydays. There was little if any traffic as we pedaled through wide open farm county which was just starting to awaken with the coming of spring. Lunch was in Fitchville at a little diner. The waitress



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remembered me from the previous year's ride. She must see very little lycra clad business. Spaghetti was the special, and we ate our fill to power us down the road that had become more vertical than I had remembered.

At the eighty mile mark we hit the town of Crestline. This is a medium size town which stands out like an oasis after spending the day in farm country with not a store in sight. After finding our intended dinner stop closed for good, we flagged down a local and inquired about pizza. As we sat and ate we were just five miles away from our first night's stop in Gallion. We saw our first sunshine of the day in those five miles. That night we slept like rocks.

Friday dawned bright and sunny, a stark contrast to Thursday. That's typical. In no time at all we were out of town clipping along on the flattest day of the tour. By ten a.m. we were in shorts and a short sleeve jersey for me, long sleeve for my wife, Dena. That day was perfect. Light winds, bright sunshine, beautiful open roads and scenery. It was the kind of ride you hope for every time you mount up. We didn't have a care in the world.

Towns that exist more on a map than in person flitted by as we rolled along. Late in the morning our route bisected the Cardinal Trail which is a heavily used east-west Ohio bicycle route. At this intersection is the Quaker General Store. This is an oasis of a different sort. Here you can grab a snack and talk with the owner, all day if you are not careful. Stops like this remind us that it is not the destination that is important, it is what you've gotten out of the journey. After we left the store we headed off down what we had learned was the old stage coach road. It was seventeen more miles to the town of Delaware and lunch. Halfway through this mileage we stopped at the top of a hill to talk with some local cows and take a few pictures. I had now gone from frostbitten feet one day to lobster red arms the next.

Merging with our first traffic in two days we made our way down the main drag of Delaware looking for an uncertain left turn and lunch. Where does one go for sound advice on food and cartography when on the road? Where else, the local bike shop. Those fine men gave excellent restaurant reviews, and even knew how to get us out of town. We took a leisurely lunch since this was our short



mileage day and headed out of town rested, relaxed and red.

Traffic increased as we neared the state capital of Columbus. I had scouted a back door approach into town the year before. This made things much less hectic as we came closer to the city's urban center. We rolled into Columbus around three O'clock, beating rush hour, but not the school buses, as schools were letting out for the day. By three thirty we were relaxing on the lawn of the state house watching as the registration line for TOSRV stretched around the block. Dena volunteered to stand in line and use some different muscle groups. I undertook the task of guarding our gear while laying on my back.

The evening before we had slept in a motel, but this evening we had decided to immerse ourselves completely in the TOSRV experience, and sleep on the gymnasium floor in a YMCA with a very narrow stair well. As we carried our eight foot loaded behemoth up we had to stand it up lengthwise on each landing, then turn it to head up the next flight of stairs. Luckily people came forward to help us



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with our endeavor, and I hoped they were still there for the return trip in the morning.

As the lights dimmed we rolled out our wool army blankets which we had packed to save space and weight. We froze! After fifteen minutes of sleep I awoke to the sounds of choreographed snoring reverberating off the massive gymnasium walls. That was it. No more sleeping for the next six hours. Dena and I huddles together under two blankets in what felt like sub Arctic temperatures and stared at the black ceiling and waited for the morning and deliverance.

In the morning we were up and out in no time at all. With the help of good old gravity we were able to get our tandem downstairs without much trouble. Soon we were on the street and off to the start just a few blocks away.

This was to be our third TOSRV, a ride that had not been at all kind to Dena. After our first one she had arthoscopic knee surgery to repair a previous injury that had been aggravated as she stood to crest a hill. She rode the remaining one hundred and forty miles in severe pain.

The following year soaking cold rain and inadequate training forced her and a friend to abandon the ride at mile thirty. They rode in misery back the thirty miles only to find that I had forgotten to give her the car keys.

This year we were connected by chrome-moly, bound and determined to finish our LESSOR Tour.

What can I say about TOSRV. It rained. We ate. We ate, it rained. In Portsmouth we always camp. The ground is just as hard as the gym, but the snoring is imperceptible in the open field.

Dena showered and rested as a friend and I took the two mile walk up the street for a group dinner. I had only cleated cycling shoes, so my friend loaned me a pair of aqua socks that were a bit too small. After walking four miles with curled toes, all I could think of was getting a restful nights sleep in a soaking wet tent under some soaking wet blankets, as the Ohio River continued to rise beyond the dike just fifty yards away.

Sleep. What is that? It was our second night asking that question as the police herded us all through six inches of water in the parking lot into the stadium. There had been a tornado warning and we

were all seeking shelter like refugees in the towns stadium. The all clear sounded an hour later. We went back to our wind swept tents and listened to hour after hour of rain pounding on our nylon ceiling. Our tandem was semi dry and secure in the stadium and I knew it would be in the best shape out of the three of us for the next days odyssey.

By four a.m. I could not take the sleepless lying anymore, so we trudged through the rain once more into the stadium. What a mess. Bodies and bikes everywhere. We waited for a break in the storm so that we could pack our tent and leave at first light. It never came. At five a.m. crazed by sleep deprivation I went out to pull down our tent. The water was now up to the bumpers of the cars in the parking lot and I was ready to take my chances on the road. Mother nature had generously offered to help me with our tent. When I found it, the aluminum poles had been bent at forty-five degree angles by the wind. The impression it gave me was of a crashed weather balloon. I unceremoniously crammed the gear into our panniers.



Off we pedaled towards high ground. The rain still came down in sheets, but there was only two inches of water in the street now. By the time we were ten miles out of town the rain subsided. The rain swollen Scioto River roared next to us at flood stage carrying large trees and other debris in the opposite direction. We met some old friends and made some new ones as the river of bikes began its own flood northwards.

After lunch the sun began to shine and we were presented with a gift, a tailwind. It blew out of the southwest with a vengeance. Our tandem's big gears gave us the ability to capitalize on this as we cruised along effortlessly at twenty-five plus miles per hour.

We arrived back in Columbus. While most riders mounted their bikes onto their cars and went



home, we looked forward to another ride of one hundred and sixty miles, but first we would spend this night at the Red Roof Inn.



Dena & Brian Squire showing off their hill climbing technique.

The year before I had done this last leg solo in twelve hours with a tailwind like the one we had just

experienced, A repeat of the weather was not in the works, however. The next day dawned dry and pleasant, but the wind had subsided and come around to the northwest, a headwind.

I still had high hopes for a one day journey back home, thinking that the shear power of a tandem on flat roads could overcome a little wind. I was right and I was wrong. We made good time considering what we had done in those five days, but we just couldn't beat old Sol across the sky that day. The double S of the LESSOR Tour reared its ugly head and we started to have our butt breaks more and more frequently.

The last eighty five miles of the route are nothing but farm and field. We had to make a decision either to go on or stretch the tour one more day. We went on. After fourteen hours in a sore saddle and after the last two hours in darkness, with no lights on our tandem, we ended the 1995 LESSOR Tour by pulling into our driveway. We had twice traveled the length of Ohio in five days, as a team. We slept soundly that night in our own bed with a profound sense of accomplishment.

Brian and Dena Squire
Cleveland, OH

TOURING IN COHASSET, MA

Our recent bike tour on our Cannondale tandem took us to the delightful, oceanside community in northeastern Massachusetts named Cohasset. We stayed with our kind friends, Marjorie and John, at their blue cottage a mile from the ocean and sandy beaches. In their backyard there were huge, gray boulders, a flower garden with a gold finch feeder, and a deep ravine with oak trees. Other birds we observed in the backyard were cardinals, sparrows, Carolina wrens, and woodpeckers. At the bottom of the ravine there was a dirt path that was the site of railroad tracks 25 years ago. This was a perfect path for Bob to cycle on his mountain bike.

On Sunday we enjoyed 80 degrees and sunny skies. After settling in at the blue cottage we took a short ride along the shore into Hingham. We returned to the cottage and joined John and Marj's

son, George and his friend, for a longer ride on challenging hills in Cohasset. George is accustomed to cycling on Beacon Hill in Boston. A highlight of this ride was viewing the copper domed lighthouse that could be seen for many miles in the harbor. On the town green in the center of Cohasset, people of all ages had set up their lawn chairs facing the stone church to listen to the playing of the carillon. Listening to the bell music was a treat for the ears.

On breezy Monday morning, armed with a detailed map of the surrounding communities, we headed east out of Cohasset into Scituate (sit-u-it) to find its lighthouse. In this small town we cycled past enormous summer mansions and modest cottages along the shoreline. On the hilly backroads we remembered the dense forests with their fragrance of jasmine. Bird species that we observed included sea



gulls, ducks, cormorants (large, black, hooked bills, and webbed feet) and white egrets. Other towns we cycled peacefully through were Marshfield and Hull. Salt water marshes characterized much of Marshfield. It was in these marshes that we observed the cormorants and white egrets.

Tuesday was a windy, 85 degree day. Most of the hilly morning ride took us along the shoreline of Hull. We cycled to the tip of Hull which is also the highest point on the peninsula. A fort and a cement tower, built in 1901, are located at the tip. Tours are conducted throughout the summer. The cement water tower was the first one constructed in the United States. Both the ocean and Boston can be seen from the highest point of the fort.

On our return bike through Hull, we stopped at the boardwalk to enjoy the ocean breezes and to check

out a 1912 PTC (Philadelphia Toboggan Company) carousel. Restored in 1986, the carousel had four rows of horses (about 50 total) including "standers" and "jumpers". Especially unique was the original Wurlitzer band organ that provided the music. Unusual oil paintings on the inside and outside panels were noted for their scenic details. Both children and adults enjoyed the merry-go-round ride.

On our return bike trip to Cohasset we noticed many fishermen, lobster traps and people sailing their boats. The drivers were courteous. We enjoyed the friendly attitudes of the Cohasset residents.

Bob & Donna Lian
Westhampton, NJ

WHO DOES WHAT

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

MEMBERSHIP: Collects dues, processes memberships.

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

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

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

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

SECRETARY: Contact point between TCA and the outside world.

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

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



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The road to Zion beckons you into a world of majestic views and spectacular vistas beyond your wildest imagination. The road to Zion affords dramatic and breathtaking (literally speaking) journeys to the North Rim of the Grand Canyon, Cedar Breaks National Monument (Brian Head), Bryce Canyon National Park and Zion National Park. We had read several articles about this tiny southwest corner of Utah, but Bicycling Magazine's (Jan 1994) article "The Other Utah" by Joe Kita, on a tandem with his wife, convinced us to head south for our next cycling trip. We will provide some of the technical and logistical details so that you can plan your own trip to set your sights on the first light of Zion.

Unless you are conditioned for high altitudes (Bryce Point is 8300 feet elevation) or you're part mountain goat, we highly suggest that you spend a few days adjusting to the thin air before embarking on your cycling adventure. We chose to spend a few days hiking the North Rim of the Grand Canyon. The North Rim is a relatively unknown and seldom visited area of the Grand Canyon, only hosting 10% of the visitors to the South Rim's 90%. However, to include this side journey into your tour, you must visit the North Rim between June and September. Because of the snow due to high elevations, the North Rim roads are impassable during the winter months. Each national park has resort lodgings and camping in the parks, alternate accommodations are discussed throughout the article. Reservations must be made well in advance through TW Recreational Services (801)586-7686.

The tour can be accomplished by many different routes; however, the climb (miles) and elevation should be the predominant factors when planning your route. You can plan your route so there is a net loss in elevation (translation: MORE DOWNHILL!). The ideal route is to begin in Brian Head (11,000 ft) and end in Zion National Park (4500 ft). You can arrive by plane to Las Vegas (or even closer by commuter plane to St. George, Utah) and shuttle to Brian Head. Brian Head Hotel (800) 272-7426 provides excellent accommodations and can arrange shuttle service for a fee. Brian Head is the ideal

location to include some mountain biking into your trip.

Leaving Brian Head briefly visit the vistas for Cedar Breaks National Monument. Continue along 143 for a spectacular 32 miles of downhill (4200 ft, You do not want to do this road in reverse) passing by ancient lava fields and a pristine mountain lake to the town of Panguitch. Stop at Grandma's Spaghetti House for a major carbo load (pasta is a rare find in restaurants in this area). After lunch at Grandma's, take 89 south to 12 to pass through the spiritual Red Canyon on the way to Bryce Canyon National Park. If you are camping, we would recommend the campground at Red Canyon as your base when visiting Bryce Canyon National Park. The only other accommodations near Bryce Canyon besides the park lodgings is the sprawling Big Ruby's Best Western Motel and Campgrounds(800) 528-1234. Big Ruby's is as close as you can get to a huge commercial conglomerate in these parts and also offers shuttle service for the southwest Utah area. Bryce Canyon affords easy, short hikes into the canyon floor where you can wander about with ancient "hoodoos". Leaving Bryce Canyon, heading towards Zion on 89, the 15 mile gradual climb is rewarded with approximately 25 miles of thrilling downhill to Mt. Carmel Junction. At this junction the avid cyclist could continue the 45 mile route through Zion. However, since this is the most spectacular portion of this tour, we chose to spend the night in Mt Carmel Junction. The Thunderbird Best Western Motel provides comfortable lodgings with a pool and hot tub to soak your weary muscles. To include the North Rim in your tour, continue along 89 to Kanab, Utah stopping here instead of Mt. Carmel Junction. The next morning you will cycle across the Kaibab Plateau to the North Rim. In our opinion this is the only physically challenging part of the tour, meant only for those who enjoy a good burn. Kanab to the North Rim is approximately 90 miles.

The road to Zion from Mt Carmel Junction begins with a 10 mile uphill climb (Good morning legs!!). The 30 mile downhill on the red road through Zion National Park is the most beautiful scenery one will ever experience. There is a very narrow 1 mile tunnel where you will need to stop



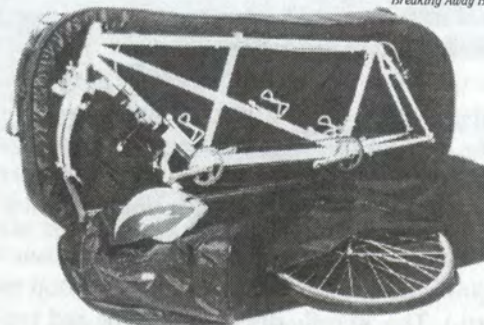
and hitch a ride since cycling through the tunnel is prohibited. We only waited 5 minutes before we found passage through the tunnel on the back of a flat-bed truck. Include in your stay a memorable hike up the Virgin River Narrows. Springdale, the quaint town located outside of Zion National Park, caters to the tourism in this area. There are many accommodations, places to eat and even a bike shop, Bike Zion (801)772-3929, if parts or repairs are needed. Immediately outside the south entrance to Zion National Park there is a deli where you can enjoy hearty, fresh sandwiches and Mexican food with views of Zion (again, good, healthy food is hard to find in these parts). We chose to stay at the Harvest House Bed & Breakfast (801) 772-3880 in Springdale. It is operated by a pair of east coast transplants who are also bike enthusiasts. We highly recommend a well deserved night of luxurious lodging and gourmet breakfast at this B&B. Even for those on a budget or camping, this is the place to splurge and treat yourself.

We did this trip in 1 week in mid-June on our aluminum Santana Sovereign with loaded rear panniers. The temperatures varied extremely due to changes in elevation (50 - 90 F). We highly recommend the Bicycle Utah Vacation Guide, supplied by Bicycle Utah, a non-profit organization dedicated to promoting bicycling and tourism in Utah. For a free copy, call Bicycle Utah (801)649-5806.

Ken and Cindy Lee Dowling
Mountain View, CA

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When will we reach the top of this hill?

Burning thighs, gasping for breath,
Why did I ever develop this skill?

Almost there, around the next bend

What's up ahead?

Another twisting, climbing stretch

I'll soon be dead!

Finally, the crest is in sight.

Up, over, the very last peak!

What a fantastic view!

I'd enjoy it more if I wasn't so weak!

A look around, a gulp of water,

Share an energy bar.

A photo opportunity,

I can see so far!

Now, time for some real fun!

Soaring down the road; flying, feeling free

Oh, that's why I do this

So exhilarating, brings out the kid in me!

Harry & Charlene Hunt
Johnstown, PA



BRIDGE TO BRIDGE: THE INCREDIBLE CHALLENGE

The Swinging Bridge atop Grandfather Mountain lies thirty-five miles to the north of the bridge across Lake Hickory and 4,200 feet higher. At 7:30 a.m. on September 17 1995, eight tandem teams stood poised to do battle with the mountain and with the 910 registered single bike riders over a 100 miles of "pure hill." A veteran of four single bike rides in this event, I thought I knew the correct starting strategy, a perception that faded quickly as single bikers darted around the lumbering Cannondale from every conceivable direction. The pack flowed by as we drifted to the rear, the place where most tandems had chosen to start. I could only watch with amazement as the black Santana and a light colored companion tandem on the front row moved out with authority to challenge the pack over the next 50 miles. Somehow proper introductions fall by the way in "on the road" confrontations, hence the lack of personal names. But more about the black Santana.

It began on a rainy, foggy Saturday afternoon as we motored down to Lenoir, N.C. to the Agricultural Fairground to pick up pre-registration packets. Facing the "D-E" sign I found myself looking directly at the Santana. Amongst the spaghetti eating crowd one jersey stood out loudly proclaiming "Tandems." I was astounded to discover that this tandem team from Philadelphia had parked their car at Grandfather Mountain and ridden the tandem to registration. Who says tandems don't do hills, rain, fog, and congested mountain roads! I was enthralled by their story of brevet racing on the tandem, including Boston-Montreal-Boston. Old dreams of Paris-Brest-Paris flamed into new life. Somehow I was not surprised to discover that this team had done the Assault on Mount Mitchell (May 20) in 6 hours.

It was Sunday morning. Race day! Up at 5 a.m. Into the night, fog, and rain we rode with visions of long, wet pulls through places with names like "Dudley Shoals," "Colletsville," "Globe," and "Jonas Ridge"; over roads with names like "Antioch Church Road," "Abingdon Road," and "Adako Road"--places known best to logging trucks and natives of Caldwell

County. They promised mud on the road for miles before one would encounter the dreaded grades of Highway 181 with its tricky crosswinds and 11 miles of virtually unbroken climb. The screaming descent from Jonas Ride into the junction with the Blue Ridge Parkway at Pineola would plunge sweat soaked riders into air resembling ice water even on a sunny day! These "happy" dreams were broken as the driver spotted a funny looking but moving object on the road just outside Lenoir, N.C. It was the black Santana. The team had spent the night 16 miles from the starting line in Hickory!

Before encountering the black Santana, Team Davis had felt "pretty good" about the prospects of an eight hour finish. Providence spared me the knowledge of the exact finish time of the black Santana, but my spotter at Lost Cove Creek Overlook reported that the Santana team finished the brutal climb of 181 only 30 minutes off the lead pack's time--a five hour finish pace. By the time our team finished (8:32:49), the black Santana was only a dim memory in the minds of the crowd.

I digress. For the first five miles, we chafed at being hemmed in-- too slow up the grades, no running room down the hill. As the traffic began to thin, two tandems from the back row came along side. A voice shouting "Dueling tandems!" heralded their arrival. For a few moments there were three tandems abreast--a Santana from Asheville, a Trek, and our Cannondale. The Trek team commanded attention. A radio blurted out rock and roll from its perch beneath the stoker's bars. The stoker had a broken arm fitted to a makeshift holder. Three weeks before he had gone down in the rain and fog of the Brutal Blue Ridge One Hundred in West Jefferson, N.C. on a single bike. His hopes of riding the Bridge to Bridge Incredible Challenge appeared thwarted. A friend, his captain, had refused to take injury as a rejection. Here they were cheerfully rolling along on a lark into a darkened sky. All this I learned later. On the road it was dueling tandems!

As the first fifty miles ticked off, the three tandems exchanged positions several times. The last



The black Santana

I saw of these two tandems was on Highway 181. Three miles up the eleven mile pull, now under sunny sky in a full sweat, I shifted to the low front chain ring only to have it overshift and lock the chain between the chainring and the frame. It is hard to disengage a locked chain in the best of conditions, but to watch the ride passing one by ..."Dueling tandems!" The chain was restored to the chainring. I commented to a ride official that I wouldn't lock it

again until Grandfather Mountain, since I wouldn't need the gear. That is when we learned the good news. Due to 80 mile-an-hour winds atop Grandfather, we would only be finishing halfway up! We wouldn't have to do the full "Tour de France" style finish this year. Rats!

Having conquered 181, the Blue Ridge Parkway hills, which are our home turf, offered little resistance. We were home with only 40 miles of hill to ride. Thoughts raced ahead to the fifty mile-an-hour descent from the viaduct, the slow climb up Sim's Pond overlook, and finally the unrelenting grade of Grandfather. Ninety-nine miles and the real ride began under the arch of Grandfather's gate. The shift to the lower chainring was perfect. Suddenly, the Cannondale arrested its forward motion as if it had hit a wall. I had forgotten to shift the rear derailleur from the second smallest cog of the eight speed cluster. As the stoker held up the rear, an embarrassed captain hand-cranked the bike into a suitable gear. Up we went. Four miles an hour and falling! Voices flooded into consciousness, "Tandems don't do hills!" I proposed to the stoker that we walk. Holland's reply, "I'm too wobbly to walk. We have to pedal!" and so we did.

Charles T. ("Tom") & Holland Davis
Blowing Rock, North Carolina

OUR FIRST TRIP ABROAD - BY TANDEM!

Addressing you are two worldly travelers--after our recent and first trip abroad with our tandem!! We feel experienced after transporting the bike through airports, RER's, and a myriad of regional train connections--all without the luxury of speaking the French language! Each task from purchasing food to finding lodging was a small challenge that exposed us to the culture and to the wonderful French people who aided us when we were unable to cope on our own.

We made our trip during the first three weeks of September, flying into Charles DeGaulle Airport near



Chambord Chateau - It doesn't get much better than this.



Paris. After spending our first day in Paris acclimating to the time change, we took the RER to the end of the line (San Remy) with our loaded tandem. From there we rode toward Chartes, then along the Loire River to the Loire River Valley. After a hurricane and daily rain (always during dinner), we hopped the train to the Dordogne River Valley and spent seven days in a cottage in Sarlat, although we originally planned to camp the entire three weeks. It continued to rain every day, but we managed to ride a loop of 40 plus miles almost each day between the raindrops. We boarded a train back to Paris and spent our last day there before flying home to Cleveland, Ohio. We did not have a planned itinerary--and are we ever glad we didn't. It could have been miserable without being able to adjust our plans for the unexpected weather conditions.

Thanks to several tandem teams' tips, we were able to secure a hotel near Charles DeGaulle Airport with a shuttle service to a nearby Ibis Hotel that had room to store our Pedal Pack bike box while we traveled. We were warned that the Ibis would not want to store the box, but that our persistence would prevail. We quickly learned that the French respected our wishes when we were firm. They also respond with help when presented with a problem.

Moving about France taking the bike with us on the trains was not simple. Only certain trains allow the bike to board at the same time as the passenger. Thanks to a ticket clerk who took on the challenge to aid us, an itinerary was created. In order to move from the Loire Valley to the Dordogne Valley, we needed to make four transfers, with an overnight stop between one of the connections. The transfers alone provided a jolt of anxiety, and the overnight made us particularly nervous because there was a convention in town, few rooms available, and fewer hotels that could house the bike. A French gentleman, also looking for lodging, translated our plight to a delightful hotel manager, who not only had a room, but, also, provided locked storage for the bike. The manager kindly awoke at 6:30 a.m. to let us redeem the bike in order to catch the early morning train. Trains are relatively inexpensive. We traveled from the Loire Valley to the Dordogne and back to Paris for less than \$100. each. We did not purchase Eurorail passes before we left, because we did not think we would be traveling enough to make them worth while. We felt we made the right decision.



The French Postal Service

The long bike does provide special problems that regular bikes don't experience. We had to physically lift the loaded bike off and on the baggage cars (approximately 3' to 4' up) with each transfer. Sometimes we had to take it up or down stairways to reach the proper track to catch our train. Often, the bike would rise effortlessly from my hands, as helpful passengers or baggage handlers lifted my end of the bike. In Paris we found to our delight and surprise that escalators are a terrific way to move a tandem up and down. The tandem blocked RER access aisles to other passengers when loaded in the entrance door.

Most people were amused and many curious about our travels. For the most part, the tandem was not unusual to the French, although we did not see another tandem on our trip. It was rare that we got second looks, waves, or questions about the bike. In America, we find that we rarely ride without salutations from people we meet along the road.

We loaded our steel Santana Sovereign with front and rear panniers, a handlebar bag, with a tent, 2 therma-rests and one down bag bungeed on the back rack. We took only one change of bike clothing, tights, silk long-johns, and a skirt and top for Judee, slacks and shirt for Art, as well as a bath kit, wash cloths and chamois towels. We carried Tevas for extra shoes and only one jacket, used both for rain and layered with other articles of clothing for warmth. Don't take cotton socks--they don't dry! We



took enough tools and parts to practically rebuild the bike, none of which we needed this trip. And we carried a cook kit and a new model Gaz one-burner stove that utilizes the French manufactured Gaz canisters. It was difficult to find a screw-type 70-series canister in France. Gaz was available in EVERY store, but only the pierce-able variety. Perhaps the screw-on 70-series will become more available in the future. It is imperative that you take equipment that uses local fuel supplies, as one cannot transport fuel on airplanes.

We were pleasantly surprised by the number of campgrounds and by the facilities and services at the campgrounds. The Michelin Campguide does not list all the campgrounds, but each of the Office de Tourisme (tourist offices found near the main Cathedral, Chateau, or town center) had lists of the accommodations in their region, including complete camp guides. One word of warning: campgrounds close after the normal tourist season and we were greeted with several closed campgrounds! The Loire Valley closed between 9/2 and 9/9, the Dordogne closed by 9/15-9/30. The farther south, the longer the tourist season.

The cost of things was high, but we had been warned and expected high prices. Best deals were table wine (Excellent, often varietals) for \$1.50-\$3.00 per liter, fine wines \$7-\$10 per liter, baguettes (.75), pastries (Yummy!), chocolate (deep, rich, and dark), cheese, and the best fresh fruit (particularly the white peaches). We most often cooked our own dinners, partially because we like leafy green salads, not popular in France. A head of butter lettuce was so fresh it would keep in the panniers for 2-3 days. The markets had many prepared foods, plus bags of assorted lettuce, as do American markets. To save money when we ate out, we looked for plate de jour (\$7-\$10 for entree of the day, only) or menu prix fixe (\$20+ for pre-chosen courses, including soup and/or appetizer, entree, cheese plate, dessert or fruit). The coffee was strong and served with hot milk. Petit dejeuner (breakfast) was often served at B & B's or hotels. This consisted of coffee served in pots, with croissants, a baguette, butter and jam for about \$5-\$7. Expensive! So we tried to do our own coffee in camp, going into the nearby village or town for pastries and bread (\$3 worth would last through lunch). Picnicking with cheese, fabulous fresh fruit, terrines and pates was always a treat! Yogurt is another treat. Non-pasteurized dairy products were ultra smooth



and rich. Water was safe. We drank tap water EVERYWHERE. It is served at every meal and the French drank prodigious amounts, often ignoring the wine. No wonder they stay so thin despite their meat, cheese, and rich sauce diet.

Finding our way around was not a problem, as we were armed with Michelin maps that are extremely detailed (especially contour maps and those that are 1:200,000). We also found maps of some cities at the Office de Tourisme, plus many towns had maps posted at the entrance of their village. Every intersection that I can recall was posted with destinations in each direction. Often it was hard to make quick decisions, because it took so long to read all of the signs. Roads were in excellent condition, although they were often narrow, unmarked, with little or no berm. This did not present a problem, as there was little traffic and the drivers were extremely courteous as they passed, swerving around us.

Many tandemists have talked about point-to-point adventures. We have chosen to do loop trips because transporting our tandem in the PedalPak has been worth the additional planning. For us, knowing that the bike will arrive whole and unharmed removes one of the most upsetting variables in bicycle travel. We have found it fairly easy to use the same hotel as our first night and last night accommodation, and have them store the box between those dates. So far, we have not been charged a fee for this service.

We thoroughly enjoyed France and would return, given the opportunity. However, there are other countries to explore, and this trip whetted our appetite to try new places.

Judee & Art Wickersham
Cuyahoga Falls, OH



CANNONDALE MOUNTAIN TANDEMS

I love bikes, all kinds; road, mountain, new and old. You can ask my wife, (a.k.a. Crankenstine). Our dining room is full of them! No table, just bikes. Bike parts can be found all over the house as well as tools and magazines. There are skid marks on the kitchen floor from slipping off the rollers. Lucky for me she likes to ride also. We have a road tandem we love to ride, but I felt bad leaving her at home to go mountain biking. OK, I missed her. So, what to do? YEP! A new bike. We looked at a lot of bikes. We bought a Cannondale. One reason was the small frame size. My wife is 4' 11". The other is that all my singles are Cannondales. And, I love the way they ride.

Cannondale bike frames are built from oversize thinwall 6061 T-6 aluminum. What is 6061 T-6 aluminum! It's an alloy of aluminum and magnesium that was developed in the 1950's, to make aluminum more agreeable to welding. It's a very soft alloy after welding. It's soft enough to dimple with your fingernail. So, it must be heat treated after welding. That is what the T-6 stands for. The frames are T.I.G. welded, then the welds are sanded to relieve stress risers. OK, so much for metal shop 101. To say the tubes are oversize is an understatement! The down tube is almost 7 inches around. This has earned the tandems the nickname Cannonwhale. The bike is not overweight, ours weighs around 43 pounds. This is ready to ride with suspension fork, stokers suspension seat post, 48 spoke wheels, drum brake, bar ends, rack and some mud from our last ride.

In 1995 Cannondale had three off road tandems, all use the same frame and Pepperoni fork. The Pepperoni fork is more than up to tandem use off road. It's strong and very stiff. (We changed ours for a suspension fork). The frame's come in 18/16, 20/16, 20/18, 22/18 and 22/20 sizes so there is a frame to fit most teams. The 16 inch stokers size is the smallest stock size I've found. With a set of crank shorteners this might be all you need for a kid back. The bikes have mounts for five bottles, racks, pump and a drum brake pac-man.



Our bike is far from stock. We changed a lot of parts on our bike. But all the parts that come stock will work well. Cannondale uses Grip Shift on all three mountain tandems, (1995,) along with CODA brake levers and their Force 40 brakes. These can be a real bear to set up until you learn how. But they do work very well. Every thing works well. All bikes have an adjustable stoker stem. The 2000 and 3000



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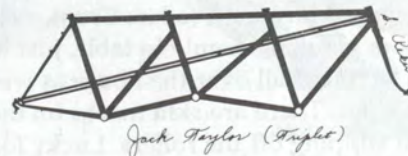
have a suspension seatpost for the stoker. The best thing to do would be to get a Cannondale catalog to compare the bikes. Then go test ride one.

The frame is light and stiff, letting the bike climb well. And it just screams downhill, (or is that the stoker? NAW...). The bike handles very well in the dirt and on the road. There is some under steer, but this is mostly due to the tires washing out. After all, we are asking a lot from tires meant for a single. Any one found a good mountain tandem tire? Our first pair of knobbies turned into slicks in 200 miles.

Overall, I love this bike and so does my stoker. But, (isn't there always a but?) The paint was not up to what I would like to see on a \$2,000 bike. Not a big goof up, but it still bugs me. Getting touch-up paint from Cannondale is not possible, they won't ship it UPS to a home but they will to a dealer. Now the BIG BUT! The MT 2000 came with a stoker's shock-absorbing seatpost. There is nothing wrong with the seatpost, but in how it was used. On the small frames it bottoms out on water bottle nuts. The stoker needs to be over 5' or so to use it. Cannondale should just leave off the water bottle mount on the 16 and 18 inch frames. (Try a Tamer seat post, they're

much shorter). We do love the bike and would recommend one to friends. See ya on the trail!

Len & Liz Chapman
Warehouse Point, CT



CLUBS - CORRECTIONS

The WWW address for the San Diego Tandem club should be:

[Http://hobbes.ucsd.edu/sdtc.html](http://hobbes.ucsd.edu/sdtc.html)

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TRAVELLING IN THE SUB-CONTINENT

[ed. Charles and Lisa Chancellor are traveling around the world with their tandem. They have previously shared their European experiences with us.] Although Lisa and I cycled alone through much of northern and central Europe we joined four other cyclists before leaving Athens, Greece for Delhi, India. Our plane landed in the wee hours of the morning in Delhi. The heat was stifling and the pollution made the air seem heavy and dense. We took a taxi to a motel and were surprised to see that many drivers didn't use their headlights, including our taxi driver. He mumbled something about "bad for the motor" when we questioned him. Under the street lights we could see lumps crowded on the sidewalks. At first glance the lumps looked like piles of sand but they turned out to be sleeping people, each covered with a blanket. The daylight brought even more surprises. The air pollution made it hazy and after being outside for a short time we would be covered in grime. Within two days we all six developed sinus and throat problems, even though we each covered our mouth and nose with a bandana. Other than the mass numbers of people, everywhere, we were shocked by the piles of trash throughout the city, with cows, pigs, dogs and people rummaging through them. It was odd to see a double billboard, one advertising the latest in computer technology and the other a sleek sports car, while at the base of the poles was a cow sitting in a pile of trash that would cover a basketball court. The trash pile was spilling over into the road and had blocked one of the four lanes, wooden or cardboard shanties were plentiful.

We left Delhi cycling southeast toward Agra, home of the Taj Mahal. The major highway we took was our only paved choice and according to Indian sources was one of the best and busiest roads in India. There were no lines on the highway, but it was usually wide enough for two vehicles. We shared the road with many other bicycles and pedestrians, lots of trucks, buses, a few motorcycles, ox or camel drawn carts, and only a handful of cars. This variety and large volume of traffic made for a hectic highway, but after all we took this trip for

adventure! The buses and trucks rule the road and everyone else tries not to get run over. All vehicles pass in tight places and generally at any potential opportunity. We were told by a taxi driver that when passing a vehicle and oncoming traffic is present the first one to flash their lights gets the right of way. However, in reality the smallest vehicle moves off the road. We were run off the road continually by oncoming passing vehicles. The ox and camel carts are large, very slow moving obstacles adding another dimension to the chaos. Not surprisingly there were broken down or wrecked vehicles along and in the road. These were just more obstacles to be negotiated. The road surface was bumpy, uneven and felt like some of the washboard dirt roads around home. It was a challenge and we felt fortunate to arrive in Agra with only sore throats, jarred bodies and having had only one flat tire. Ah! the flat tire. We had been dreading the time we would have a flat in India. This area is heavily

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Tandem Magazine, Summer 1994

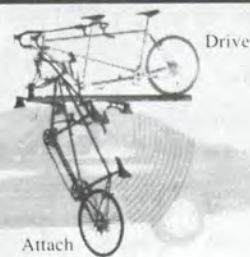
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Bicycle Guide Magazine, January 1995

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populated and anytime we stopped for any reason we were immediately surrounded by people, just staring at us. Our flat attracted over 100 onlookers, who apparently had nothing else to do other than crowd around us and stare at us as if we had just landed from Jupiter. We felt like fish in a bowl. Maybe this is how rock stars feel? We pulled off the road and tried to hide behind some shrubs to fix the tire. It wasn't long before we were spotted and people started coming to investigate. First it was a couple of pedestrians, then bicyclists, a couple of motorcycles and then a bus stopped! The passengers and driver came over to have a look. Three trucks stopped as well, and by this time there was a huge traffic jam, because the bus, trucks, nor bicycles had bothered to get completely off the road when they stopped. Horns were blaring as impatient motorists were trying to urge the onlookers to return to their vehicles and move them. The crowd around us grew tighter as more people joined. The closest ones wanted to fiddle with any moving parts on our tandem, i.e. the bell, odometer, brake levers, gears, mirror, etc.. As I was on one knee pumping up the tire, my elbow struck knees and shins on each backstroke. Lisa was stepping on toes and feet as she moved around the bike. We would ask the folks to back up and they would momentarily. We finally got it fixed and began moving through the mass. As people backed up to make room for us, they stumbled over each other and knocked several of the 50 or 60 parked bicycles over.

Thankfully we only had one flat. We thought this behavior was because of the uniqueness of our loaded bicycles, but soon learned people followed us around in towns, when we were shopping or just exploring. In Delhi and Agra only beggars and hawkers tailed us, but in less touristed areas, other people just followed us observing our actions. Because of this behavior we normally stayed at hotels or camped beside police stations. Large crowds would be waiting for our departure from motels in the mornings. Word had spread overnight that the aliens had arrived.

Camping beside police stations was helpful because the police would make attempts to disperse the crowds; but it often seemed they did this so they could get the front row seats. The crowds would come as close as we would let them and intently watching our every move. The crowds would stay until we went to bed and would return in the



A small portion of our crowd. Too bad we couldn't charge admission! They would have gotten in our tents had we let them.

morning to watch the end of the show. Our cooking stoves and water filters drew special attention. Other cyclists and travelers we met said folks in other sections of India were not like this.

The Taj Mahal was stunning! I see why it is considered one of the seven wonders of the world. Such splendor set amidst such squalor seemed out of place but made it all the more spectacular. It was well worth the \$0.30 entrance fee! The Taj Mahal has made Agra a tourist town complete with a large variety of hustlers and beggars. Walking into the Taj Mahal compound is an escape from the masses and offers some peace and quiet. The way things operate inside were still unique to us. We hired a guide to get the full scoop, he was very knowledgeable and made the experience more meaningful. As you approach the Taj Mahal itself you must take off your shoes. The guide directed us to a place to take them off and leave them. Then we went up a set of steps and into the building. He pulled a flashlight out of his pocket to demonstrate the high quality of marble in the building. Upon going back outside he handed the flashlight to a man and told us to tip this man for the use of his flashlight. When we got back to our shoes we were told to tip the man who had apparently been watching them and tried to assist us in putting them on! I looked around and noticed that the locals put their shoes in another area, where there was no shoe assistant.

We visited a palace, temple complex near Agra. We hired a guide as we entered the temple area. Then the lead us to the palace area and upon entering he was roughed up and literally kicked out



by a much larger looking fellow. Our guide called out "I'll meet you when you come out." The person who punched the palace portion of our ticket proceeded to follow us around saying he would be our guide. We told him we already had a guide and one was enough. He said something about our guide not being allowed in the palace areas so we would have to use him. We refused his services and he still followed us around. Then the six of us split into three groups of two and separated and he then left us alone, not knowing who to follow.

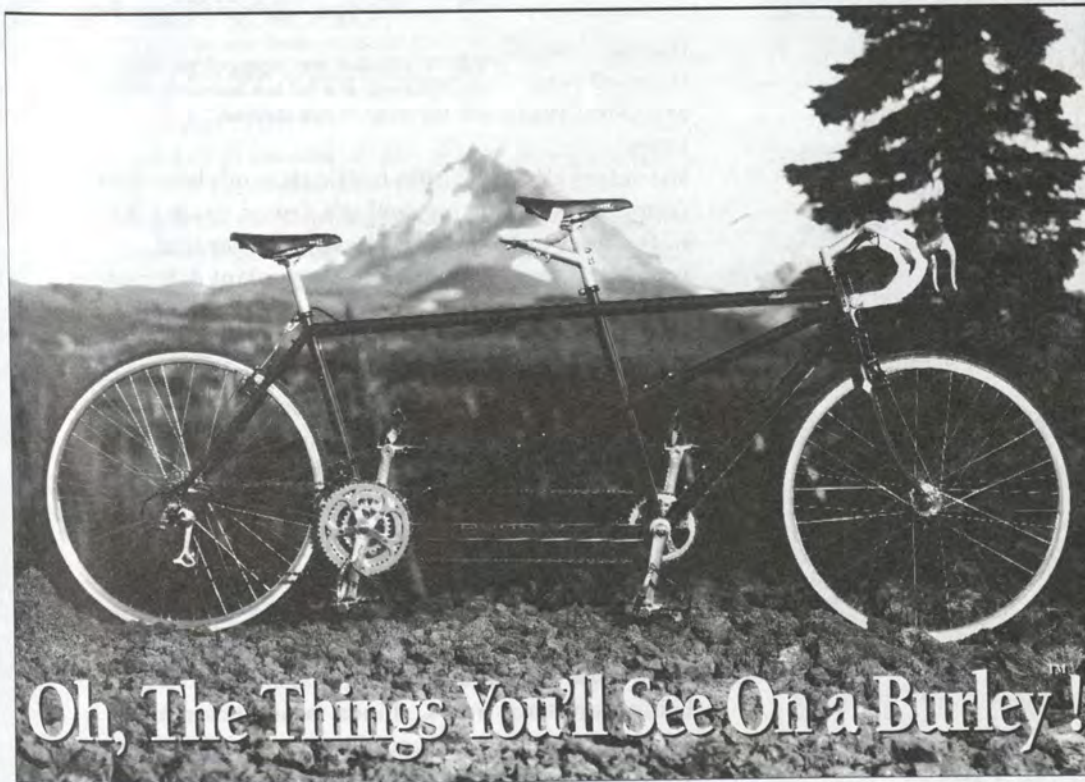
Prices were very low in India (and Nepal) with bananas only costing \$0.02 a piece. Motel rooms ranged from \$2 to \$12. The bicycles in India had loud bells and this is an asset in warning pedestrians, other cyclists, and animals which are in your way. To be heard Lisa and I bought the biggest one we could find. It is the size of a Hardee's biscuit, cost \$0.45 and is 10 times louder than the bicycle bells our other biking friends bought in the U.S. It is also much heavier, but works well. It has even scared off dogs that were chasing us.

From Agra we headed in a northeastern direction toward Nepal. Many Indians told us this



was one of the most heavily populated and least attractive sections of the country. We agree it is heavily populated, but still very interesting. It is an agricultural area with many mud home villages. This route also allowed us to cross the sacred Ganges river. We happened to have been crossing it on a Hindu religious holiday. We found this out later, of course. We were biking along a relatively lightly traveled road, just soaking in the surroundings (praying we wouldn't get another flat), when the road suddenly became crowded with pedestrians. We had to get off and walk our bike because of the masses of people. We walked a mile to the bridge, crossed the half mile bridge, and then walked another two miles before the crowd was thinned out enough to ride. As we got on the bridge we couldn't see the wide river banks nor the edges of the river, all we could see was people. They were bathing, swimming and splashing around. As far as we could see in any direction there were people, the most any of us had ever seen at one time. It was an amazing sight.

Throughout India & Nepal people would yell "double cycle, double cycle" at Lisa & I as we passed on our tandem. The children in Nepal would run out



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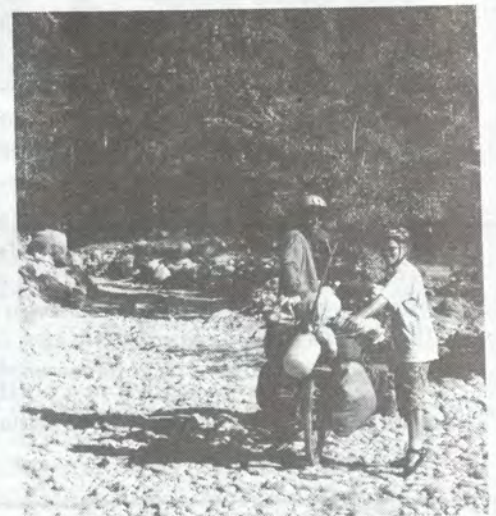


into the roads and repeatedly scream "hello" or "goodbye" while waving frantically.

We entered Nepal in the southwest corner. The southern part of the country is very flat and the road stayed in this flat area roughly two thirds across the country, to just south of Katmandu, the capital. The road ran beside a range of mountains that weren't very high and every now and then we would get a glimpse of the Himalayas laying much further north.

After completing time consuming paperwork in order to leave India and to enter Nepal, we cycled a five mile stretch of rubble to the first town. The rubble was a mixture of broken pavement, rock, dirt, concrete pieces and parts that had fallen off vehicles. That night at the motel we met the highway engineer responsible for completing this five mile section. He told us this highway ran almost the length of Nepal and except for the five mile section we had ridden and the 17 bridges that were out over the next 50 miles the road was finished. it was scheduled to have been completed in 1993, and the Nepalese Embassy in Delhi had told us the highway was finished. The engineer also told us that there were no alternative routes and since it wasn't the rainy season none of the rivers would be over waist deep and that there

would be ox carts to take us across the deeper rivers. As it turned out, there were no ox carts, but even better, there were only seven wet crossings, none of which were over calf deep. Some rivers were completely dry, and in some cases there was a bridge but the ramps or approaches weren't built. Two of the bridges had buckled and would have to be replaced. No problem, the road was just rerouted through the riverbed. The last three miles of the 50 mile section was made up of several dry riverbeds. There are going to be seven bridges in that three miles. We had to push this section and it was more of a one lane trail with large smooth river rocks as the surface. Even the trucks and buses crawled through this area.



The finished part of the road was excellent! Wide lanes, shoulders and very little traffic through beautiful countryside, a touring cyclist's dream road. Like India, food in Nepal was cheap and plentiful, providing you like rice lentils, egg plant & tomatoes. We continued to filter and purify our water and made it almost to Kathmandu, our Nepal destination city before anyone got ill. Four of the six of us got a 12 hour stomach bug. Lisa was one of the two lucky ones, I was not. From discussions with other travelers and with Americans living in Nepal, it seems we got lucky with only a 12 hour bug. It appears to be a rite of passage for visitors to this part of the world.

The Royal Chitwar National Park is a prized attraction for the Nepali government and people. It has a varied population of animals, the most touted being elephants, tigers, rhinos, bears, bison and monkeys. We took a dugout canoe ride down one of the park's rivers to see crocodiles, eagles, hornbills

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and other birds I wasn't familiar with. This was our first experience in a dugout canoes. It was 20 feet long by 18 inches wide, and about 16" deep. Although it never tipped over it rocked from side to side continually. The captain was in the back on a small platform using a large spoon for a paddle. He steered using the spoon and by periodically jumping in the water and pulling the canoe where he wanted it. It was a smooth, low volume river and was shallow, at least in the places he jumped in. We floated about three miles and then got out to walk buck up the river through the jungle. Our walking or safari guide, told us it would take the canoe captain four hours to ply the canoe back to the starting point.

Our safari was actually through jungle and 15 feet high grass that was extremely thick. The guide carved a solid bamboo walking stick to fend off rhinos in case we were charged. Needless to say, this wasn't very comforting, and I was more encouraged by the fact that rhinos have poor vision and it is easy to hide from them. If charged we were instructed to run in a zig zag route and climb the nearest tree. Our guide was going to ensure our safety by whacking the rhino between the eyes with his bamboo stick. Although the whack would not injure the animal it would scare it. He assured us he had whacked many rhinos and this was no problem. Unfortunately we never got to see him in action since the deer and monkeys we saw didn't charge us.

Late that afternoon we took an elephant ride also through tall grass and jungle. It was similar to riding on top of a van but not as noisy or as smooth. Although the elephants are sure footed and graceful in a lumbering sort of way, they are not smoothly gaited. We had to climb a set of steps to a platform and then step over into a box like saddle on the elephants back. There were four passengers per elephant and a driver. The chest high railings on our platform bruised our ribs but was far better than falling off. The driver was barefooted, just behind the animal's head, and with gentle nudges with his toes behind the elephant's ears and soft voice commands he steered us along the paths. With these gentle nudges and soft voice commands the elephant would stop, turn on a dime, hold back branches to keep them from slapping it's passengers or pull up trees to widen he trail.

How to Log 100,000 Miles This Year on a Tandem



January 2

10:30pm. Board Quantus non-stop L.A. - Sydney Flight #1356.

January 4

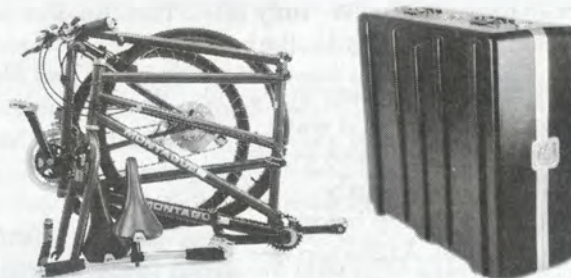
8:05am. Land in Sydney. Grab Airliner II hardcase and gear off luggage belt. Unpack TriFrame Tandem.
8:27am. Ride away from airport on TriFrame, towing Airliner II trailer, loaded with luggage.

January 9

7:00pm. Arrive at a country inn after 5 days of scenic tandem touring.
7:04pm. Fold TriFrame & carry upstairs for safe closet storage.

January 15

5:17pm. Pull up to Sydney airport in taxi, with TriFrame in Airliner II in the trunk.
5:25pm. Check TriFrame, secured in Airliner II, as regular luggage.
6:50pm. Board Flight #4298 for L.A.



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MONTAGUE USA



We were bouncing through the tall grass when our driver pointed to a large gray rock. as we got closer, this rock turned toward us and we could see it was a mother rhino and her baby. As we moved even closer the mother grunted disapprovingly and then lowered her head toward us. The baby moved around behind here, and we all thought of the story we heard about a German girl recently being charged by a protective rhino mother.

The rhino's horn looked quite capable of doing damage to the elephant, but our driver nor our transportation seemed concerned as we trudged up very close. The mother snorted a few more times then turned and trotted off. We saw several more rhinos and the back of the elephant was a good, safe viewing area.

We cycled a couple of more days on the flat plain then turned north to Kathmandu. We had only two choices to Kathmandu, one road was newer, less steep but reportedly very busy and dangerous. The second one was rarely used, in disrepair, and rather steep. We chose to take our chances with the hill rather than the traffic. We only saw a handful of vehicles the entire 35 mile climb.

Our map was lacking in detail and we thought it was a 46 mile climb. With this in mind we started off early with reaching the top before dark as our goal. At the top is a small village, Daman, which claims to have one of the best views of the Himalayas. The first five miles that morning weren't so bad and we were feeling pretty good about our speed and chances of reaching to top by dark. However, the other 31 miles weren't so kind. We quickly realized why so few people travel this



road. The 7,000+ feet climb in 35 miles was tough enough, but adding in the creek crossings, landslides blocking the road, and potholes to get lost in, it was a challenge for all vehicles. The odometer turned very slowly as my watch seemed to speed up. At the 30 mile mark a motorcyclist stopped to ask if he could take a picture of our tandem. He also remarked that we only had 5 miles to go, not 15 as we thought! We were elated, and with this new adrenalin we made it to the top just in time to see a beautiful sunset. The oranges and reds sparkled off the snow capped Himalayan mountains. The guest house we stayed in woke us up at 6:00 am and served hot

chocolate as we watched the sunrise which was even more spectacular than the sunset.

The following day we headed into Kathmandu. We began the day with 20 miles of downhill, but we were only slightly faster going down than we had been pedaling up the other side because the road was in such bad condition. However, as we had been told, the views from Daman were worth it, (of course that is easier to say now that we've done it).

We arrived in Kathmandu around dark and were immediately surprised by all the Americans, Canadians and Europeans. There were also lots of people from Australia and New Zealand, Many businesses cater to all us tourists, with one example being a menu advertising that they "soak all vegetables in chlorine water for 30 minutes, so the salad is safe to eat." Beggars, street vendors and shop keepers are also actively pursuing the tourist dollar. Men carrying trays of tiger balm



The summit of our 35 mile uphill day. We had been in the clouds the last 8 miles! The Himalayas are hiding in the background.



(a pungent salve), bags of flutes, small violin looking instruments, and Gurka knives, which the merchant swears is official military issue, follow you down the street seemingly trying to annoy you into buying their wares. Shop keepers stand in the doorway asking you to come into their shop, or to change money and there are the hashish sellers who were only a bit more discreet.

Once we walked out of the tourist district the prices in stores dropped and there were no hassling street vendors following us around.

Kathmandu has many temples and shrines, most of which are Buddhist or Hindu. We visited one of the larger Buddhist shrines, nicknamed the monkey temple. It was on a hill and after climbing a stadium full of steps lined with beggars of all ages and ailments we were greeted at the top by a monkey jumping on Lisa's back. She very calmly handed me her tote bag, which is what held the monkey's interest, and then stood still as not to antagonize it into biting or clawing her. When it realized it wasn't going to be fed, it jumped at a lady passing by and ripped open her plastic tote bag spilling the groceries. A few moments later a smaller monkey jumped on a young lady who was holding a child. The child had a piece of candy the monkey was after, but the child's scream scared the monkey and everyone else.

At the airport we initially breezed through the check in counter and were preparing for the customs section when an official looking guy came up and had a baggage handler weight one of our companion's bicycles. It was over the weight limit but the man waved it through. The official looking guy came over to me and whispered that the bicycle had exceeded the weight limit so probably all of ours were over, but he was going to let them go through. I was busy helping a baggage handler lift the bicycles over a rail, so I sincerely thanked him and continued my task. As the last bike was over the rail the baggage handler came over and whispered to me "sir, give me money and I will take very good care of the bikes." I interpreted this to mean if I didn't give him money the bikes may get stashed to the side and miss the plane. Watching how things were operating here losing a bike seemed easy enough. I only had \$5.00 in cash. While I was pondering the situation the official looking man came back over to me and said "I let your bikes go through now give me money." I



Charles & Lisa Chancellor bleary eyed in Daman, Nepal. Himalayas in background.

told him everyone is asking me for money so he would have to wait and I would see if my friends had any cash. the baggage handler came back over and I gave him the five dollars and one of our friends gave the official many \$10.00, both smiled and walked away. As I gathered by day pack to go through customs the official man came back over to me and wanted \$10.00 more dollars. Lisa and our companions had already gone through customs. I told him I was out of cash and he didn't want a traveler's check or the 3 Indian rupees (about 9cents) that I had. He asked about my friends and I pointed into the customs areas. He wouldn't venture (I guess he would have to further split the money) so I shrugged my shoulders and escaped. As I met up with my friend they were talking to a German cyclist who had just been hit with \$175 in over weight charges. One in our group had a \$10.00 bill so I took it back to the man, hoping he had not begun pulling our bikes out of the loading area. I had to wait to give him the payoff as he was busy explaining to a Japanese couple that their luggage was over the weight limit but he was going to let it pass.

Charles & Lisa Chancellor
World Travelers



12 TIPS FOR FUN FAMILY RIDING

(FROM A KIDS POINT OF VIEW)

1. Don't get up too early
2. Buy the kids rad bicycling clothes
3. Ride Safely
4. Pack special snacks allowed only on the bicycle. We buy granola bars, fruit bars and that sort of treat only for riding.
5. Pack raingear, even if the sky is completely blue or you'll end up wearing trash bags as we did on tour of the valley in Grand Junction, CO.
6. Ride with friends. Organized rides are lots of fun for passing, being passed (not too often hopefully) and for the after ride activities and prizes.
7. Chose terrain good for both captain and child stoker.
8. Stop at a park or ice cream store.
9. Play a guessing game as you ride.
10. Take breaks at good hiking or exploring spots. Last year we brought home a dear jaw (on the rear rack) for Luis to break the teeth out at his leisure. Mom refused to tote the entire head. Gee Mom!
11. Stop for breaks at the top of hills with a good view.
12. Don't go too slow!

Marcela Iniguez, age 9
Luis Iniguez, age 5
Rifle, CO



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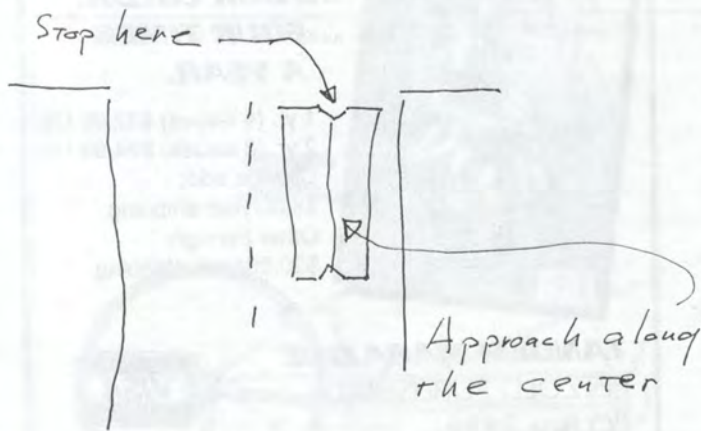
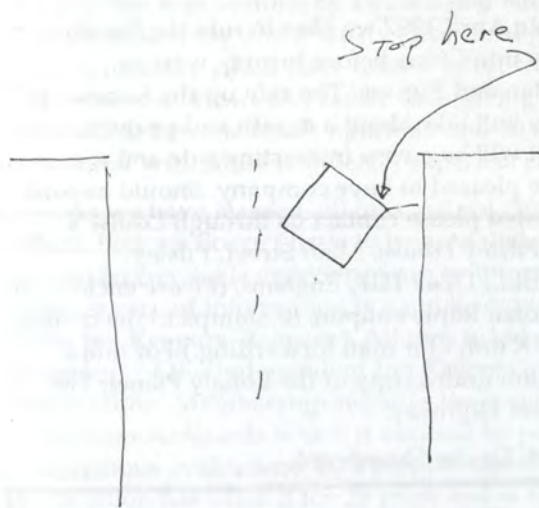


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Technical Tip

Try following the suggestions shown below when trying to get that "annoying" traffic light to turn. The technique actually works and certainly promotes safe crossings of intersections and the flow of traffic. If you're on an aluminum tandem forget it. The buried wires are picking up changes in magnetic fields and your aluminum bike won't effect the field.



STOKER COMFORT

One thing I've found that helps, with both children and novice adult stokers, is rigid captain discipline that minimizes and/or eliminates any wobbling. I'm very methodical about how I start the bike, so there is no wobbling from the first pedal stroke. And, I always hold the bike straight upright whenever it's stopped. I make sure that all maneuvering, climbing on and off, and other logistics are planned so they work around these two sacred requirements.

Partly as a result of that, and partly because I'm lucky to have kids who were naturally attracted to riding, my kids are very enthusiastic about tandeming. (I never tell them the bike is safe. I tell them that our eternal vigilance makes our riding safe. My 6 year old has no idea what "eternal vigilance" means, but I'm sure he'll soon learn the meaning of "My Dad is so anal retentive that he squeaks when he walks.")

I've also has some great successes with this "rigid captain discipline" bit with nervous-novice adult stokers. I just make a point of radiating self confidence and handling the bike smoothly, and almost always the new stoker gets real comfortable. In 15 years of riding with who-knows-how-many different adult stokers, only one flat out didn't like it. One was afraid she'd be scared, but 20 minutes later she was pounding on her husband to buy a new Santana (and they did).

I should emphasize that this doesn't take great acrobatic skill on your part. (I know that because I don't have any such skill myself.) It requires you to be methodical, always do things in the same order, never ever lean the bike over (except to get on initially, while your stoker is still filling the water bottles), always shift before you stop so you don't have to start out in an awkward gear, and start with one smooth pedal stroke, then put your butt on the seat and your foot on the other pedal, then start steering.

These procedures allow me to make my brother in law (six inches and 50 pounds bigger than I) feel comfortable and secure in the back seat, so it's not too surprising that they work on most kids too.

John Schubert
Coopersburg, PA



VISITING AUSTRALIA

After nearly five months traveling around Australia, the time has come for us to leave. During that time we have pedaled nearly 3,000 miles but traveled over twice that. Australia is a huge country and distances between places large and often hostile.

We arrived in Sydney in September 1995 and cycled around the coast to Melbourne and Adelaide. The weather was cold, wet and windy. The scenery more often than not spectacular, particularly the Great Ocean Road. From Adelaide to Darwin and into Queensland at Mt Isa we used motor transport. The outback is empty, very hot and treeless. With temperatures reaching 40C plus, it is no place to sensibly cycle through.

From Mt Isa we cycled east to Brisbane through constantly changing scenery. We watched as the five year drought broke and rain turned the dusty brown green. To avoid the heat we started riding at 5 am, finishing by 11 am. To prevent dehydration we carried up to 15 liters (yes, an extra 15 Kg of weight) with sugar and salt mixed in. In the outback there is no second chance. Between towns there is nothing. No water. No shops. Nothing.

From Brisbane to Sydney we rode down the New England Highway. A pretty undulating route, winding its way down the Great Dividing Range. Its elevation gave us some respite from the heat, allowing us to resume cycling at normal hours again.

Once back in Sydney, Thomas (the tandem) had his first major overhaul in 14,000 miles. Chains, chainrings and mechs replaced after faultless service. Sealed bearings regreased, polish applied and a

smiling gleaming Thomas was the result. Australia is a great place to tour. We have met some truly wonderful people and made many friends. We have seen and done so much yet have only scratched the surface of this huge island continent. We move on now for a short visit to New Zealand before sailing for Indonesia in April. We plan to cycle in Malaysia and Thailand until the last quarter of the year when we head for India and Pakistan.

In late April 1997 we plan to ride the Karakoram Highway into China before turning west to Kazathstan and Europe. The ride up the Karakoram Highway will take about a month and peaks at over 14,000'. It will be a very interesting ride and we would be pleased to have company. Should anyone be interested please contact us through Louise's sister at Pilsley House, Main Street, Pilsley, BAKEWELL, DE45 1UF, England. (Please enclose an International Reply coupon, or stamps to the correct value - UK only- for mail forwarding.) For more information grab a copy of the Lonely Planet, The Karakoram Highway.

Phil & Louise Shambrook

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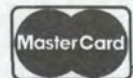
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THE INN KEEPER'S REGISTER

My husband Walt and I became fans of Bed and Breakfast Inns after our daughter enrolled in an art school in Savannah, Georgia. With the proliferation of B&Bs in the Savannah area, we decided to take a chance and experience something other than the normal commercial hotel. Being new to the game, we made a totally uninformed choice and lived to regret it. The ambiance and charm we expected from an historic inn was undone by an outdated bathroom, bad housekeeping and a musty odor throughout. This experience could have turned us off to historic B&Bs forever. However, rather than giving up, we decided to become better informed and have been rewarded with some wonderful experiences.

As we have learned, all inns are not created equal, historic doesn't have to be outdated, and the key to an enjoyable experience can be information. A good source of information is a publication entitled "The Inn Keepers' Register". All inns listed are members of the Independent Inn Keepers' Association. Membership requires the meeting of minimum standards which is verified by periodic, anonymous evaluations by a private consultant. This association has existed for 25 years and is the oldest organization in America for inns.

Inns are listed alphabetically by state with a brief descriptive paragraph and a color photo. There is a chart listing helpful information such as prices, amenities and nearby attractions. A state map

locating each inn is included. The book also contains a small section on international inns.


While I can't personally recommend all the inns listed, (I think I'd like to apply to become one of their 'anonymous consultants') I do know that the inns listed for the state of Georgia are ones that have earned a great reputation and are regularly featured in newspaper and magazine articles. One is a personal favorite that we continue to enjoy. I would think that the other inns listed probably enjoy similar reputations.

The book can be purchased for \$12.95 from:

Independent Inn Keepers' Association
Box 150
Marshall, MI 49068
Phone: 1-800-344-5244
FAX: 616-787-0970

Until I can experience some of these inns first hand, I am having a wonderful time reading and fantasizing about riding our tandem from one inn to the next. Stay tuned for an account of an 'Inn to Inn' cycling trip in the St. Augustine, FL area. Walt and I have one planned and will share our experience with you.

Nancy (& Walt) Martin
Atlanta, GA



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Virginia & Truckee Railroad Pedicycle

This four-wheeled, railroad-track pedicycle is on display at the Nevada State Railroad Museum in Carson City. Donated by the family of its original owners, V&TRR employee Enrico Giuffra (who retired in 1939) and his wife Clara, the pedicycle was sold as a "Light Inspection Car" by the Hendrie & Bolthoff Manufacturing and Supply Company of Denver, Colorado and is described by Museum materials as "typical of the light track vehicles used by railroad maintenance workers and officials in the early part of the 20th century". The manufacturer's literature shows a single-seat version, whereas the Museum's model is a side-by-side tandem. Construction is of very high quality, exhibiting workmanship of which any modern builder would be justly proud. A display plaque describes how "Clara Giuffra, with baby Albert [born in 1911] safely sitting in the pedicycle's wire basket, pedaled up the



Charles Nelson with his daughter, Volborg Nelson (Cook), on V&T pedicycle at Seales, ca. 1916.



The Hendrie & Bolthoff
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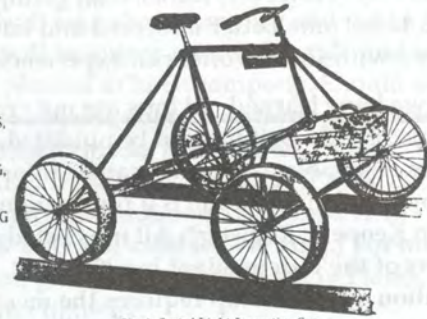
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long grade to Gold Hill for groceries and to pick up mail and packages"; and the Museum has a period photograph (circa 1916) of the pedicycle being ridden by Charles Nelson with his daughter, Volborg Nelson, who in the photo is clearly too small to reach the pedals. so it apparently was propelled by a single rider much of the time, living up to the manufacturer's claims of "Lightness, Ease of Propulsion, Convenience of Handling".

submitted by Cornell Ormsby
West Sacramento, CA



TANDEM RACES



May 4-5, 1996. Mayday'96 Burke County, NC Biathlon. Tandem events and more. Run/Bike/Run. Mixed teams allowed. SASE TableRock Runners, c/o Jerry Roberts, 5896 Bollinger Loop, Morganton, NC 28655 or call Robin & Rhonda Mabe (704)-438-4786

May 25-27, 1996. Platt Bridge Station Stage Race. Tandem teams (USCF) are encouraged to come to Casper and show your stuff! Registration begins Friday, Time trial and Road Race on Saturday, Criterium on Sunday, Road race and Post-race pizza party and awards on Monday. For more information, SASE to the Platte Bridge Station Stage Race, P.O. Box 775, Casper, WY 82602 (ph: 307/266-1136)

June 2, 1996. GS/Lancaster Criterium. Lancaster, PA. Cash prizes & preems. Tandem class, of course! For more info, SASE to Brad Ober, 717-399-8380, 432 Weset Lemon Street, Apt 3, Lancaster, PA 17063.

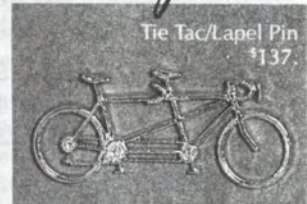
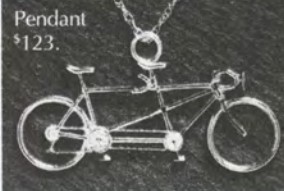
October 13, 1996. Cuesta College Biathlon. San Luis Obispo, CA. Run/Bike. Tandem Class! For more information, send a SASE to Cuesta College, P.O. Box 8106, San Luis Obispo, CA 93403 (805)-546-3207. Ask for the '96 Biathlon Brochure.

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

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TCA Tandem Hospitality Homes

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

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

Tom Thalmann
e-mail sealord3@athenet.net

TCA Member No. _____ (from your label)

STATE _____ TOWN _____

First Names _____

Last Name(s) _____

Street Address _____

Zip Code _____ Evening telephone _____

Daytime Telephone (optional) _____

Bedroom or tent site _____

mail to: Tom Thalmann
N1466 Fairwinds Dr
Greenville, WI 54942
telephone (414) 757-6561

TCA Merchandise Order Form

Polo Shirts are now available!

To order Polo 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

Polo shirts are dark forest green with light green and gold stitching. These are GREAT looking shirts!

Total Qty: Polo shirts _____ x \$29.50 = _____

Total Qty Patches _____ x \$ 4.00 = _____

Total Enclosed: _____

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

Indicate quantities and include \$29.50 for each shirt, \$4.00 for each patch ordered.
Canadian and other foreign orders should include extra for appropriate postage.

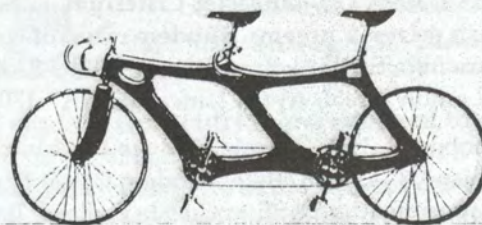
Ship to: Name: _____

Address: _____

City: _____

State: _____ ZIP _____ Country _____

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



(logo shown approximately full size)



TANDEM CALENDAR 1996

May 4, 1996 **Tandem Bicyclists of New England (T-BONE) Ellington Ride**. Ellington, CT. Call Joyce & Paul Swanke, (860)-561-2686 or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

May 4-5, 1996. **COWS Overnight at Hartman Creek State Park**. Appleton, WI. Camping trip, carry your own gear. 9:30 am, terrain is rolling to flat. Tom Thalman (414) 757-6561, e-mail sealord3@athnet.net or SASE to N1583 Skyline Dr, Greenville, WI 54942

May 5, 1996. **Ann Arbor (MI) tandemists First Sunday in May Ride**. Ann Arbor, MI. Depart from Dexter high school parking lot 10 am. Maps provided. 45 to 60 miles. Lunch will be at a restaurant along the route. Contact Chris & Casey Marble, 7695 Huron River Dr, Dexter, MI 48130 (313) 426-8694

May 5, 1996. **Pre-Elephant Rock (CO) Tour**. Hosted by Jim and Tamyra Lyon, this ride will leave from their home in Castle Rock, CO. It will test your muscles before the June 2, 1996 Elephant Rock Century. (303)-688-5517 for more info and start time.

May 10-12, 1996. **Santana West Coast Tandem Rally**. Solvang, CA. Accommodations at a smaller European-style hotel in the center of the village. Outstanding food. Limited to 100 teams. Registration of \$225 includes most meals and 2 nights lodging. Santana Cycles, Box 206, La Verne, CA 91750

May 10-12, 1996 **Tandem Bicyclists of New England (T-BONE) Cape Cod Weekend**. Harwichport, MA. Call George & Jean Marie Lambert, (603)-673-5975 (7-9 pm EST, please) or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

May 10-12, 1996 **MUTS MAY MINI-RALLY**, Chesaning, MI (Call to confirm the date and to get more info). Pat and Penny McNicholas

May 11, 1996. **Dallas Double DATES Road Kill Rally**. Ardmore, OK. 8:00am. 62 miles with shorter options

on rural OK roads. Call Rick & Kay Watson (405)-223-8180 for more details.

May 12, 1996. **Ann Arbor (MI) Tandemists Ride**. Manchester, MI. Depart from downtown Manchester, 10 am. 45 to 60 miles. Maps provided. Lunch will be at a restaurant along the route. Contact Steve & Diana Lansky, 1912 Covington, Ann Arbor, MI 48103 (313) 663-0347

May 12, 1996. **GREATER ROCHESTER EATING AND TANDEM SOCIETY (GREAT Society) Apple Blossom Special**. 10:00 a.m., Rochester, NY. 62 miles with shorter options. Call Pete Dusel @ 716-671-0231 for directions and information.

May 17-19, 1996 **Tandem Bicyclists of New England (T-BONE) Mt. Washington Valley Weekend**. Conway, NH. Call Nate & Mary Ellen Carmen @ (603)-444-6887 or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

May 17-19, 1996. **COWS Wisconsin Tandem Rally**. Sturgeon Bay, WI (Door County). Spend a fun filled weekend with one of the USA's most enthusiastic clubs, the COWS (Couples on Wheels). SASE to Caryll Sewell, 17760 Gebhardt Rd, Brookfield, WI 53045

May 17-19, 1996. **Dallas Double DATES Tyler State Park Campout**, Tyler, TX. Call Warren & Audre Casteel (214)-352-7446 to reserve a place for this great weekend. Do it now!

May 18, 1996. **10th Annual Miami Valley Tandem Rally**. Fort St. Clair, Eaton, OH. Hosted by the GOATS (Greater Ohio Area Tandem Society). Ride to Eat, Eat to Ride. Flat to rolling terrain. SASE to Norm Bernhardt, 2639 Morning Sun Drive, Fairborn, OH 45324. (513)-426-2796

May 18, 1996 **Rochester Area Tandem Society (RATS) Jamestown/Yorktown Cruise**. 10:00am, Jamestown, VA. 46 miles. Meet at the Jamestown Festival Center Parking Lot. For more info,

phone Dale & Karen Krueger at 804-768-2254 before the 18th.

May 19, 1996. **Ann Arbor (MI) Tandemists Ride**. Saline, MI. Depart from Saline municipal parking lot. 10 am, 45 to 60 miles. Maps provided. Lunch will be at a restaurant along the route. Contact Chris & Casey Marble, 7695 Huron River Dr, Dexter, MI 48130 (313) 426-8694

May 19, 1996 **Kops/N Kids Ride** Denver, CO. Call Ken Goldman for details about this annual ride. 303-254-4173.

May 24-27, 1996 **Kent County Spring Fling**. Washington College, Chestertown, MD. Chestertown is a charming colonial port town, on Maryland's northeastern shore. The terrain is perfect for tandems - flat to rolling. \$188 per person, includes 3 nights A/C lodging, 6 meals, ice cream social, dancing and more. SASE business size to BBC KCSF, Al & Ruth Schaffer, 3212 Midfield Rd, Baltimore, MD 21208 (h) (410)-484-0306

May 24-27, 1996 **Tandem Bicyclists of New England (T-BONE) White Mountains Weekend**. Campton, NH. Call Giff & Sally Kriebel, (603)-882-7043 or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

May 25, 1996 **Tandem Bicyclists of New England (T-BONE) Greenwich Ride**. Greenwich, CT. Call Bea & Bob Luce, (203)-637-0553 or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

May 25-27, 1996 **Northwest Tandem Rally '96**. Klamath Falls, OR. Come bike the Basin. Enjoy rides of 35 to 90 miles. Visit Crater Lake. Send a SASE to The Ambassadors, Klamath County Chamber of Commerce, 701 Plum Avenue, Klamath Falls, OR 97601. Packets are ready now with information about area lodging, dining, and local attractions.

May 25-27 **Colorado Tandem Club Memorial Weekend Tour** Colorado & New Mexico. Loop from Antonito, CO to Espinola, NM to Chama, finishing



in Antonito. Contact Bob & Anne Smith for available spaces and more info. 719/528-6834

May 31-June 2, 1996. **Prairie State Tandem Rally**. Peoria, IL. Will it play in Peoria? We think so! Come find out for yourself! Ice cream rides to centuries in the area. SASE to George and Eileen Dudley, 5809 Old Orchard Drive, Peoria, IL 61614. ph: (309)-692-7076

June 1, 1996 **Tandem Bicyclists of New England (T-BONE) Lexington Ride**. Lexington, MA. Call Gail & Harry Spatz (617)-862-8290 or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

June 7-9, 1996 **Dallas Double DATES Collin Classic Tandem Weekend**. Plano, TX. Tandems start at 7:55a.m. and there's even a special discounted rate of \$27/team (by 5/27). Food at the finish line. For registration and hotel information, call the Volunteer Center of Collin County (214)-422-1050. To join the DATES in their activities, contact Warren Casteel at 214-352-7446 or 1-800-875-5662. Please leave name, number, address, e-mail, and/or fax #.

June 8, 1996 **Tandem Bicyclists of New England (T-BONE) Blind Stoker Ride (Rain date June 9)**. Arlington, MA. Call Laura Oftedahl, (617)-923-7768 or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

June 14-16, 1996 **Tandem Bicyclists of New England (T-BONE) Connecticut River Weekend #1**. Fairlee, VT. Call Don & Carolyn Lane, (603)-893-4766, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

June 15, 1996. **COWS Southern Door Metric Century**. Brussels Town Park in southern Door County. This ride for tandems and "related singles". Maps included. Lunch on your own. SASE to Jim & Cindy Noll, 1579 Ledge Rd, Brussels, WI 54204 (414) 825-7341

June 15, 1996 **Tandem Bicyclists of New England (T-BONE) On/Off Road Ride**. Warehouse Point, CT. Call Len & Liz Chapman, (860)-627-0729, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

June 16, 1996 **Rochester Area Tandem Society' Gnarly RATS Ride** 9:30am. 40 miles or 20 miles. Meet at the Kauffmann's house in western Henrico, VA. Call 804-270-3566 for more info and directions to Joe & Kris' house.

June 22, 1996 **Tandem Bicyclists of New England (T-BONE) Bedford Ride**. Bedford, MA. Call Jack Donahue & Susan Grieb (617)-275-3991, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

June 23, 1996. **GREATER ROCHESTER EATING AND TANDEM SOCIETY (GREAT Society) Hunt Country Brunch**. 9:00 a.m., Rochester, NY. Many mileage options. Call Chuck or Bonnie Dye @ 716-473-8041 for directions and information.

June 27-30, 1996. **Mid-Atlantic Tandem Enthusiasts' Rally (MATES)**. Williamsburg, VA. Spend each day cycling through the verdant countryside of Tidewater Virginia, where virtually every acre is steeped in the history of our nation. Rides to Jamestown, Yorktown and with a short ferry ride across the James River rides into Surry country and tour Chippokes Plantation. Meals and evening activities included. Pre-registration required. Send a SASE to Team Friedman, 5514 Callander Drive, Springfield, VA 22151-1401

June 28-30, 1996 **Tandem Bicyclists of New England (T-BONE) Rhododendron Weekend**. Fitzwilliam, NH. Call or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079 ph: (603)-898-5285

June 27-July 11, 1996. **Tandem Tour of Germany**. Twelve riding days in beautiful German countryside. Visit Lakes, castles, & museums. Includes 13 nights lodging, all breakfast, some dinners, SAG & guide. space limited. A few spaces still available. Call Kay or Rick Watson (evenings) (405)-223-8180 (h) or (405)-636-6786 (Kay's office) or write to HCR 70, Box 116, Ardmore, OK 73401.

June 29, 1996. **Rochester Area Tandem Society Tour of Hanover Co (VA)**. 8:30 a.m. from the Kings Charter Club House, near Alee, VA. Pot luck dinner after the ride. For directions and info, call Steve or Chris

Brodsky (804/550-1546) before June 23.

June 30, 1996. **Double or Nothing Tandem Rally** Carmel, NJ. From the Carmel Fire Hall. Choice of routes, SAG, Patch and Dinner, and Swap Meet. Fee. SASE to Mel Kornblug, 86 Gwynwood Drive, Pittsgrove, NJ 08318.

July 3-7, 1996 **Tandem Bicyclists of New England (T-BONE) Moose Seeker Weekend**. Kingfield, ME. Call Anne & Emery Glass, (617)-631-3239, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079 July 4, 1996. **Colorado Tandems' Independence Day Picnic Ride**. Boulder, CO. Call Andy & Kami White, 303/494-3092, for the necessary information.

July 14, 1996 **Tandem Bicyclists of New England (T-BONE) Mont Vernon Ride**. Mont Vernon, NH. Call Earle & Carolyn Rich (603)-673-8695, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

July 19-21, 1996 **Tandem Bicyclists of New England (T-BONE) International Century Weekend**. Lancaster, NH. Call George & Jean Marie Lambert (603)-673-5975 (7-9 pm EST), or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

July 20, 1996 **Tandem Bicyclists of New England (T-BONE) Warren Warmup**. Warren, CT. Call Nan & Dave Scofield (860)-868-7067, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

July 21, 1996. **GREATER ROCHESTER EATING AND TANDEM SOCIETY (GREAT Society) Konstantin's Breakfast Ride**. 8:00 a.m., Rochester, NY. 29 miles. Call Jackie or Robin Salisbury @ 716-436-8386 for directions and information.

July 27, 1996 **Tandem Bicyclists of New England (T-BONE) Wrentham Ramble**. Wrentham, MA. Call Don & Gina Fisher @ (508)-384-6328, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

July 28, 1996 **Tandem Bicyclists of New England (T-BONE) Seabrook Saunter**. Seabrook, NH. Call or SASE



to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079 (603)-898-5285

July 27-28, 1996. **COWS Fox Point/Bayside & North Ride.** Starts at 10 am at Doctor's Park in Bayside, WI (north of Milwaukee) and goes along the Lake Michigan shore line through the Ozaukee County countryside. 50 miles

August 1-4, 1996. **Tandemania.** Llanrhaeadr Ym Mochnant, Wales. Contests and social rides.

Entertainment nightly. Accommodations vary from camping to hotels. SASE (with an International Response form) to Pete & Lorraine Bird, Swallow Tandems, Llangedwyn Mill, Llangedwyn, Oswestry, Shropshire, SY10 9LD, United Kingdom. +44 (0) 1691-780050

August ?, 1996. **COWS Holy Hill to Oconomowoc.** Starts at 9 am from Glacier Hills County Park. Routes from 35 to 100 miles go from Holy Hill to Oconomowoc Lake. Picnic at Oconomowoc Lake Park. SASE to Gary & Irene Sanderson 5005 Palisades Rd, Milwaukee, WI 53217. (414) 964-5026

August 2-4, 1996 **Tandem Bicyclists of New England (T-BONE) Connecticut River Weekend #2.** Littleton, NH. Call Nate & Mary Ellen Carmen, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

August 3, 1996. **GREATER ROCHESTER EATING AND TANDEM SOCIETY (GREAT Society) Westward Hol.** 9:00 a.m., Rochester, NY. 45 miles with picnic. Call Lynn and Mark Rakestraw for directions and information.

August 3, 1996. **Tandem Bicyclists of New England (T-BONE) Farmington Valley (CT) Ride.** Call Bob & Alice Sawyer (860)-673-1181 or SASE to Bob & Linda Harvey, 16 Clinton Street, Salem, NJ 03079

August 9-11, 1996. **Eastern Tandem Rally.** The grand-daddy of them all! Lancaster, PA. Pre-registration required. SASE to Verna & Rodney Moseman, 101 East Main Street, Lititz, PA 17543.

August 9-11, 1996. **Colorado Tandems' Annual CTC Rockies**



Overnight er. Somewhere in CO. Contact Andy & Kami White for the details, such as where, what time, and what to bring. Two days of riding in the Rockies! 303-494-3092

August 10-11, 1996. **2nd Annual PIGS Rally.** Coralville, IA. Details are already available. Hotels are filling up now. Call/Write (SASE, please) Marlene & Ed Hayek, 656 Valleybrook Drive SE, Cedar Rapids, IA 52403. ph: (319)-366-4793.

August 10-11, 1996 **Second Annual PIGS Rally.** Coralville, IA. Beautiful rides including Hoover Presidential Museum & Coralville Reservoir area. Make your own hotel reservation: Iron Man Inn (319)-351-5049 or Hampton Inn (319)-351-6600. For information SASE to Marleen & Ed Hayek, 656 Valleybrook Drive SE, Cedar Rapids, IA 52403. (319)-366-4793

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 17-18, 1996. **Southern Tier Tandem Rally.** Elmira, NY. A great weekend in west-central NY. SASE to STTR, c/o Galer Perreault, 93 Goff Road, Corning, NY 14830. (609)-936-0251

August 18, 1996 **Tandem Bicyclists of New England (T-BONE) Campton Caper.** Campton, NH. Call Giff & Sally Kriebel @ 603-882-7043, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

August 17-18. **Colorado Tandems' Southern CO Tour.** Woodland Park, Fairplay, Pine, & Deckers, CO. Contact Ray & Diane Edmonds, 719/685-9600 to sign on to this tour.

August 24-25, 1996. **TanDemo.** Mt. Airy, MD. Test tandems and recumbents. Potluck lunch and more. Small fee. SASE to Linda & Larry Black, 15780 Bushy Park Drive, Woodbine, MD 21797. (410)-489-4902.

August 24-25, 1996. **Colorado Tandems' Cucharas Pass Ride.**



Colorado Springs, CO. This is an all pavement or pavement w/some dirt ride. Spend the night at Monument Lake Park. Contact Mike & Fawn Redmington for the important details. 719/391-0742

August 30-Sept 2, 1996. **Midwest Tandem Rally 96.** Appleton, WI. For hotel reservations: Paper Valley Hotel & Conference Center (800) 242-3499, mention MTR96. Need additional info? Tom Thalmann, N1583 Skyline Dr, Greenville, WI 54942. (414) 757-6561

August 30-Sept 2, 1996. **Santana West Coast Tandem Rally.** San Luis Obispo. All-suites hotel with spas, complimentary evening cocktails & unlimited made-to-order breakfasts. Oh, yes, we will ride too. Limited to 150 teams. Santana Cycles, Box 206, La Verne, CA 91750

August 30-September 2, 1996 **Tandem Bicyclists of New England (T-BONE) Smugglers Notch Weekend.** Jeffersonville, VT. Call or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079 (603)-898-5285

September 2-6, 1996 **MTR 96 Door County Aftertour.** Tour the famous Door County Peninsula. Great riding, terrific scenery, outstanding food, & excellent accommodations combine to make this an event you won't want to miss! Four nights lodging, five meals, maps & que sheets, ride leaders, luggage transport, T-shirts & surprises. Participation is limited. SASE to S. Cannon, 1305 Mayside, Oklahoma City, OK 73127-7011. (405) 354-8412, e-mail suzcan@aol.com September 5-8, 1996 **Tandem Bicyclists of New England (T-BONE) Acadia Park Weekend.** Bar Harbor, ME. Call Don & Carolyn Lane @ (603)-893-4766, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

September 7-8, 1996. **Colorado Tandems' Ride Through Phantom Canyon** Overnight in Victor. Contact Mike and Fawn Remington to sign on. 719/391-0742

September 8, 1996. **Ann Arbor (MI) Tandemists Ride.** Dexter, MI. Depart from Dexter, HS, 10 am. 45 to 60 miles. Maps provided. Lunch will be at



a restaurant along the route. Contact Steu & Lucy White, 509 Bruce, Ann Arbor, MI 48103 (313) 996-2974

September 14, 1996 **Tandem Bicyclists of New England (T-BONE) Return to West Hartford.** West Hartford, CT. Call Joyce and Paul Swanke @ (860)-561-2686 or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

September 15, 1996. **Ann Arbor (MI) Tandemists Ride.** Manchester, MI. Depart from downtown Manchester, 10 am. 45 to 60 miles. Maps provided. Lunch will be at a restaurant along the route. Contact John & Joanne Phibbs, 1221 Creal Crescent, Ann Arbor, MI 48103 (313) 663-5809

September 15, 1996. **Colorado Tandems' Ice Cream Ride.** Loveland to Lyons, with a short stop at a homemade ice cream shoppe. 303/663-6227 (Bob & Sue George)

September 22, 1996. **Ann Arbor (MI) Tandemists Ride.** Saline, MI. Depart from the municipal parking lot, 10 am. 45 to 60 miles. Maps provided. Lunch will be at a restaurant along the route. Contact Steve and Diana Lansky, 1912 Covington, Ann Arbor, MI 48103 (313) 663-0347

September 27-29, 1996 **Tandem Bicyclists of New England (T-BONE) Weekend at Martha's Vineyard.** Falmouth, MA. Call George & Rosemary Milewski @ (508)-693-0798, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

September 28, 1996. **GREATER ROCHESTER EATING AND TANDEM SOCIETY (GREAT Society) Erie Canal Century.** 8:00 a.m., Rochester, NY. 100 miles with shorter options. Call Penny Gill-Stuart or Craig Stuart @ 716-328-8781 for directions and information.

September 29, 1996. **Ann Arbor (MI) Tandemists Ride.** Chelsea, MI. Depart from parking lot @ corner of M52&US12, south of Downtown, 10 am. 45 to 60 miles. Maps provided. Lunch will be at a restaurant along the route. Contact Chris & Casey Marble, 7695 Huron River Drive, Dexter, MI 48130 (313) 426-8694

October 4-6, 1996. **Louisiana Tandem Weekend.** Ride the heart of Cajun Country around Lafayette, LA. Joint Cajun Cyclists Bike Club for flat rides all three days, eating great food, touring botanical gardens an antebellum home tour, and a lot of fun. Limited to the first 50. SASE to Chris & Kathy Daigle, 208 Bismark Dr, Broussard, LA 70518 (318) 837-8034

October 4-6, 1996. **Santana Vermont Tandem Rally.** Champlain Valley, VT. Headquarters in the Basin Harbon Inn on the east shore of Lake Champlain. PreRegistration required. Santana Cycles, Box 206, La Verne, CA 91750

October 5, 1996 **Tandem Bicyclists of New England (T-BONE) Leap to Lexington.** Lexington, MA. Call Bob & Ruth Sawyer @ (617)-862-6517, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

October 4, 1996. **Colorado Tandems' Ft. Collins Ride.** Contact Randy and Edie Stout, 970/482-2268 for starting time and place.

October 10-13, 1996. **18th Annual Southern Tandem Rally.** Sebring, FL. For hotel reservations: Kenilworth Lodge, (800) 423-5939. For rally registration forms: SASE to Josua Feingold, STR 96, 244 SW 180 Ave, Pembroke Pines, FL 33029

October 11-13, 1996. **Fall Allegheny Rally for Tandemists (FART III)** Off-road MTB Weekend for tandems in Allegheny State Park, Salamanca, NY. Rustic accommodations or camping. All meals on your own except Saturday night dinner. Riding XC ski trails and horse trails. Technically not difficult, but be prepared to climb. For more info, call Karen or Brian Managan, 1134 Wall Road, Webster, NY 14580 (716)-872-1751 or e-mail to hey_managan@mlstand.com. Registrations must be made by July 6, so don't delay!!

November 9, 1996 **Tandem Bicyclists of New England (T-BONE) Boxford Ride.** Boxford, MA. Call Anne & Emery Glass @ (617)-631-3239, or SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079

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

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:

March-April 1996
January-February, 1996
November-Dec, 1995
September-October, 1995
July-August, 1995
May-June, 1995
March-April, 1995
January-February, 1995
November-December, 1994



CLASSIFIEDS

FOR SALE: 18/16 Rodriguez tandem. Polished aluminum frame, King H/S. Answer Hyperlite bars w/barents, Answer/Manitou fork. Specialized crankset (26/36/46). Phil BB's. SRAM GripShift & XT Derailleur & Rear Hub (7-sp). Gore-Tex shifter cables. Control Tech stem. Asking \$2900. Ken Adams, 244 W. Main Street, Dandridge, TN 37725. Ph: (423-397-9694) 5/96

FOR SALE: 1984 Nobilette. Large Frame. All Campagnolo. Betsy Weigel Paint. Excellent condition. Under 500 miles. \$1000. Rich@860-677-4828 (CT) 5/96

FOR SALE: 1987 or 1998 Santana Elan with approximately 100 original miles! Phil Wood hubs, Suntour barend (friction) shifters, Mafac cantilevers/levers, Arai drum brake, TA cranks, 18- speeds. Like new, except for a few paint chips. \$1400OBO. Mac Grahm. Ph: (520)-885-3666 (AZ) 5/96

FOR SALE: 62x57 CLARK-KENT road racing tandem. D/B oversized steel frame. TIG-welded construction by Don Herr. Direct Lateral frame design. Custom ight-violet to purple fade with geometric patterns. five cages. braze-ons for ProStop rear disk brakes. DuraZee STI 8-speed cassette, double chainset. AeroSpoke wheels fr&Rr, painted to match. David Walker Ph: (303)-499-7416 (CO) 5/96

FOR SALE: 1993 Santana Triple, custom color fade silver to burgundy. 56x54.5x53. XTR derailleurs. Currently equipped with two kid-back conversions. Low mileage, nearly new condition. \$5250. Kelly Iniguez @ (970)-625-5025 (CO) 5/96

FOR SALE: Burley Rock'N Roll tandem w/Allsop beam. Suntour XCE components, extras, low mileage, excellent condition. "The beam is a scream!". \$1300. Richard Holland. (708)-328-8822 (IL) between 7pm & 10pm CST 5/96

FOR SALE: 1990 Cannondale Road Tandem, 23x19. Red. Very good condition, Shimano derailleurs (DX front/XT rear), Shimano barcons,

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FOR SALE: 1993 Bright Red Cannondale Road Tandem, 23x21, about 500 miles. Phil Wood hubs & BB's. 48-spoke wheels, Specialized cranks. Shimano XT drivetrain. Stoker's hydropost. \$2000. Kevin @ (415)-340-9433 (CA) or e-mail to RMCKWK@AOL.COM 5/96

FOR SALE: '95 Co-Motion Speedster - Metallic Green Imron, 22x19 frame. Shimano XT 21-speed drivetrain. Phil Wood hubs laced to 700c Mavic Argent Mod 3 Rims. Complete braze-ons, Co-Motion adjustable stem. Asking \$2100 plus shipping. Contact Jennifer @ 406-721-3373 or jenh@selway.umt.edu (MT) 5/96

FOR SALE: '95 Bilenky Sterling Deluxe Sport - Beautiful custom blue/black paint on 20"x17" fillet brazed frame. Shimano LX 24- speed drivetrain. Hugi hubs laced to 700c Mavic Mod \$ rims with O/R tires and bars, GripShift, Control Tech adjustable stoker stem. Asking \$2450. Contact Jennifer @ 406-721-3373 or jenh@selway.umt.edu (MT) 5/96

FOR SALE: Erickson Signature Tandem - beautiful new paint. Shimano XTR, Magic Triple crankset, STI w/Gizmo, DuraAce brakes, Captain 53-57 Stoker fully adjustable, Mavic ceramic rims, an incredible tandem! \$3500. Previously owned by Glen Erickson. Phone 206-527-5259 (WA) 5/96

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FOR SALE: The ULTIMATE TRIPLET! 1995 Litespeed custom triplet, polished titanium frameset, setup with ATB bars, Shimano XTR gruppo, child stoker adjustable center crank (not a conversion, the crank adjusts up and down), 47 pounds total. size is 20x2x19. We paid over \$17,000. Offers? Jack Finucan, 407/884-6194 (FL) 7/96

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FOR SALE: 1 of a kind Santana. It was one of the prototypes for the direct lateral frame. 23.5x21.5. Sonoma Burgundy, Phil Wood hubs & BB's. Arai drum brake, TA cranks (165x170). Old-style XT cantilevers, XT rear derailleurs, front & rear racks (painted to match the frame). Excellent condition. \$1800. Bonny@516-842-9088 EST 6pm to 11:30pm (NY) 7/96

FOR SALE: Classic '73 Gitane Mens/Mixte. 23x21. Beautiful metallic green. Shimano Index System. LX derailleu and barcons. Cantilever & drum brake. Computer installed. Bag, pump, bottles & tools included. Ideal bike for short stoker. Still looks good and is fun to ride. \$490. Jim Seymour. 770/476-5198 (GA) 7/96

FOR SALE: 1991 Santana Sovereign. 56x53. Lumina Red metallic paint; Shimano Deore derailleurs and barcons. Scott-Pedersen SE brakes. Phil Wood hubs. 48-spoke wheels. Adjustable stoker stem. Stoker hydropost. Arai drum brake. Blackburn rear rack & bottle cages. Asking \$2475. Call Lee or Gail @ (516)-271-0208 (NY) 7/96

FOR SALE: 1988 Santana Elan road tandem, 50x47. Excellent conditon.



Drivetrain upgraded in late '94. Sealed hubs & BB. Shimano Index System (SIS) 21-speed barcons. \$1250. Call Gary, (516)-536-5152 (NY) 7/96

FOR SALE: Santana Crono, purchased new from Tandems, Ltd in 1990. 50x47 frame. Excellent condition. Silver blue color with ATB bars and GripShift. Phil Wood BB's & disk brake & two sets of wheels (one with Phil Wood hubs). Shimano XTR derailleurs. Blackburn rack, Brooks saddles, Chris King H/S & more! Jerry & Leslie Cooper. Ph: (419)-893-2634 (OH) afternoons before 8:00 pm or e-mail to 72764.24@compuserve.com. Asking \$1000. 7/96

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FOR SALE: 1985 Santana Sovereign, 23.5x22.5. Metallic Grey, Shimano derailleurs, bar-end shifters, Phil Wood hubs, 48-spoke wheels, great condition, \$1500. Bob & Marianne Gooding, North Canton, OH (330)-499-0977 7/96

FOR SALE: 1993/4 Santana Visa, 59x53. Poppy Red. Current captain is 6'2", Stoker is 5'0". Will accommodate a shroter captain and/or a taller stoker. Ridden 3500 miles. New tires, new chain, new brake pads, new lib tape. Appraised at \$1800 with a cosmetic ding in the Captain's top tube. Will sell for \$1600 (firm). Call Walt or Nancy at 770-475-3151 (GA). 07/96

FOR SALE: Santana Child Stoker conversion kit, excellent condition, includes adjustable bb/shell, crankset, chain, & handlebars. \$195+shipping. Joe Galloway, (607)-723-9765 EST (NY) (early evenings, please) 5/96

FOR SALE: Yakima SST roof rack, includes towers, crossbars, and single bike mount. \$125+shipping. Joe Galloway, (607)-723-9765 EST (NY) (early evenings, please) 5/96

FOR SALE: Santana child stoker kit. Includes sealed BB, short cranks, chainrings, and chain. \$125. Lance Kidd, (217)-546-1698 (IL) 7/96

FOR SALE: Tandem stuff--Shimano Deore crankset, 175x175. Like new, \$145.00. TA crankset, 170x150! (for a short-legged stoker). Make offer. 27" rear wheel, 48-spoke 4-X, sealed bearing, doublethreaded hubs (Suzue Sealed-Tech). Less than 100 miles. \$70.00. Time Equipe Magnesium pedals. Ti axle. The best pedals for your knees. With or without shoes \$85.00. Or make an offer on any or all items listed. Might even consider a good trade! Matt Kurzrock, (310)-541-1456 or 541-6506 E-mail to MattKurz@aol.com (CA) 7/96

FOR SALE: Santana Child Stoker conversion kit. Very good condition. Kit includes adjustable bb/shell, crankset, and kid-sized handlebars. \$175+shipping. Our 10yr-old daughter has outgrown it!

Al Dargiel (312)-685-7708 after 7:00pm CDT (IL) 07/96

WANTED: Tandem captain/partner to join me on RAGBRAI'96 on my Santana Sovereign (59x53) or yours. Ride with Team Skunk. Ride fast, eat lots, have fun with great people. Interested? Call Laura Oftedahl (617)-923-7768 (MA) before 9:00pm EST 7/96

HELP OFFERED: Touring England in 1996? 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

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

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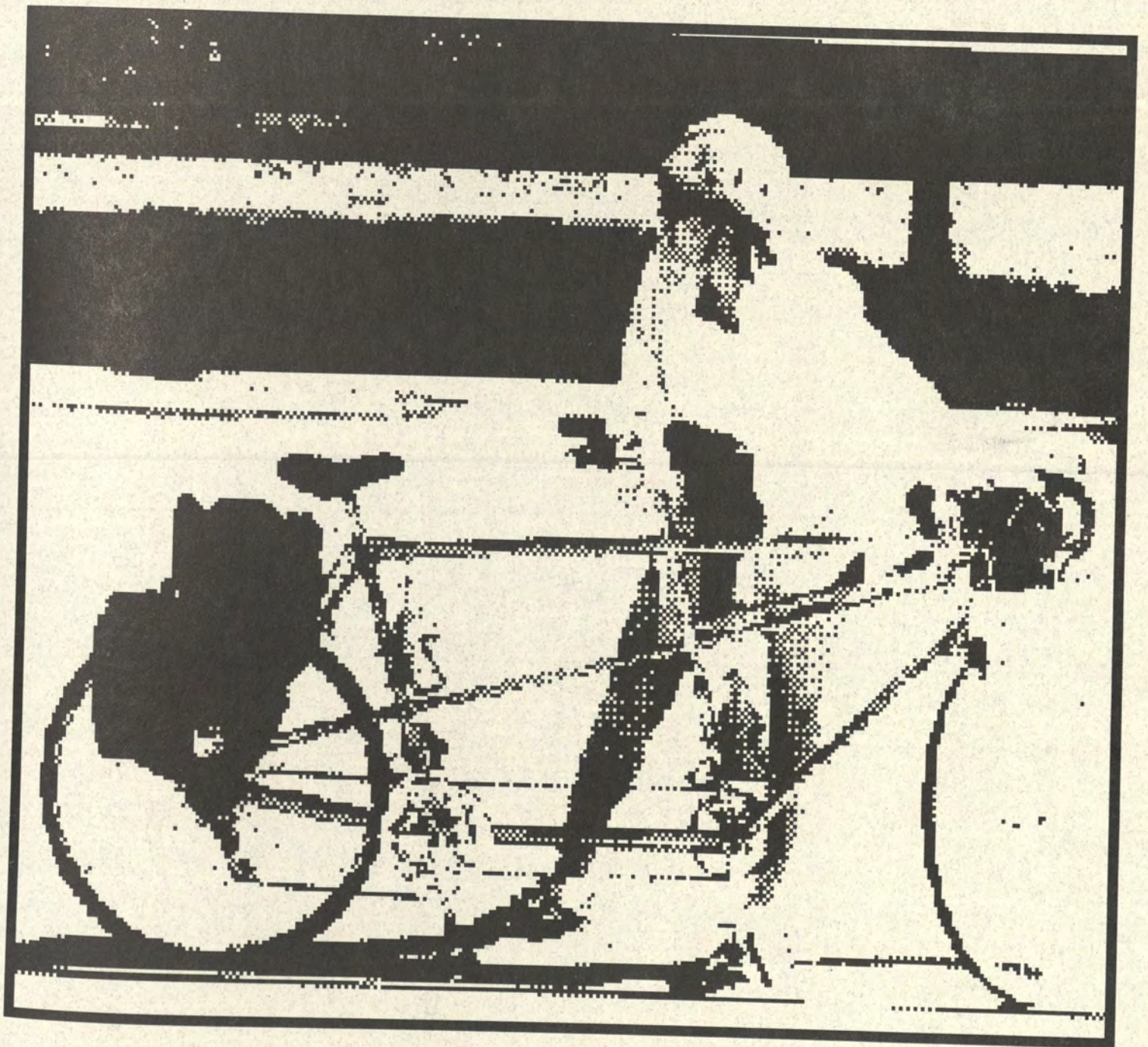
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