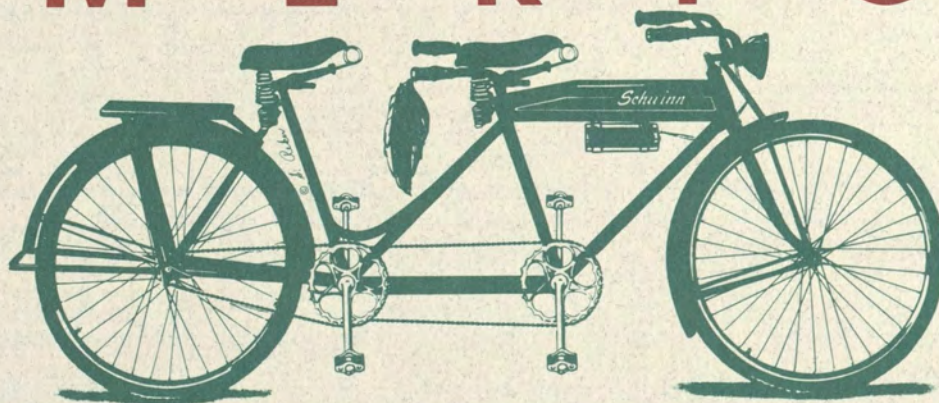


TANDEM
CLUB
OF
A • M • E • R • I • C • A



"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK



NOVEMBER - DECEMBER
1996

DoubleTalk

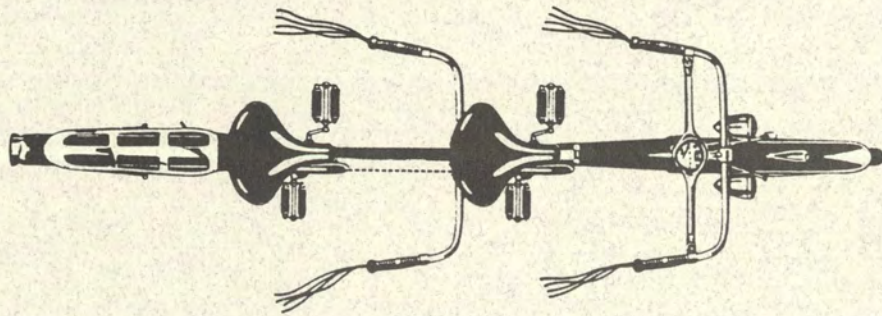
the newsletter of the Tandem Club of America
Jack & Susan Goertz, Editors
2220 Vanessa Drive
Birmingham, AL 35242-4430

BULK RATE
U S POSTAGE
PAID
Birmingham, AL
Permit No. 387

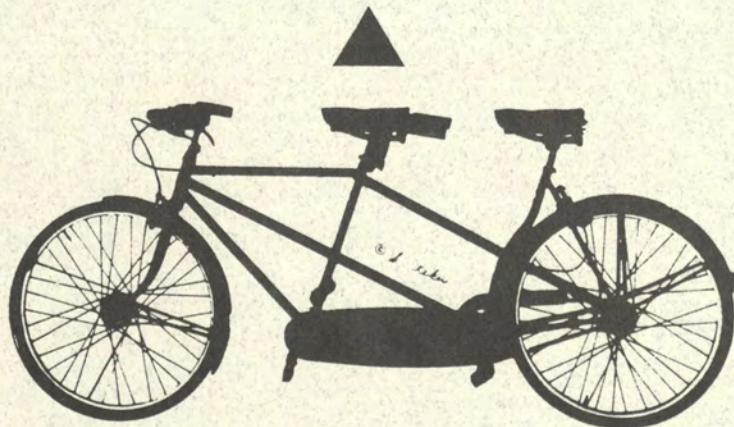
Forwarding Postage Guaranteed
Address Correction Requested

35099 ADC BIRMINGHAM AL
151 17 ISSUES REMAINING **3 Digit 352
JACK & SUSAN GOERTZ
2220 VANESSA DRIVE
BIRMINGHAM AL 35242-4430

THIRD CLASS MAIL



THIS IS
YOUR
NEWSLETTER.
IT IS
AS GOOD
AS YOU
MAKE IT!



DOUBLE TALK

Copyright © 1996 TANDEM CLUB OF AMERICA (except where noted)

<i>Editors:</i>	Jack & Susan Goertz , 2220 Vanessa Drive, Birmingham, AL 35242-4430	(205)-991-7766
<i>Secretary:</i>	Terri & Bob Gorman , P.O. Box 2176, Los Gatos, CA 95031	(408)-356-7443
<i>Membership:</i>	Bruce & Judi Bachelder , 306 W Union St, Morganton, NC 28655-3729	(704)-437-1068
<i>Treasurers:</i>	Bob & Linda Harvey , 16 Clinton Street, Salem, NH 03079	(603)-898-5285
<i>Merchandise:</i>	Stan & Marilyn Smith , 4100 Del Monte Place, Albany, OR 97321-6209	(541)-926-6415
<i>Graphic Designer:</i>	Steve Reker , 1636 Christy Court, St. Charles, MO 63303	(314)-928-7109

AREA REPRESENTATIVES

California, Hawaii, Arizona, New Mexico, Nevada, Utah, Colorado

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

Washington, Oregon, Alaska, Idaho, Montana, Wyoming

Chuck & Nancy Meitle, 1505 NW Grant, Corvallis, OR 97330 (503)-753-0304

Iowa, Nebraska, South Dakota, North Dakota, Minnesota

Bruce & Becky Perry, 2652 West 34th St., Davenport, IA 52806 (319)-386-2919

Missouri, Kansas, Oklahoma, Texas, Louisiana, Arkansas

Steve & Karolyn Reker, 1636 Christy Court, St. Charles, MO 63303 (314)-928-7109

Michigan, Wisconsin

Robert & Toni Dickieson, 33843 Sleepy Hollow, Livonia, MI 48150 (313)-427-5876

Kentucky, Ohio, Indiana, Illinois

Dave & Valerie Northcutt, 213 Walnut Street, Elmhurst, IL 60126 (708)-279-3753

Florida, Georgia, South Carolina, North Carolina, Tennessee, Alabama, Mississippi

Marv & Miryam Rubenstein, 2815 Sweetbriar Dr, Tallahassee, FL 32312 (904)-385-0534

Virginia, Maryland, West Virginia, District of Columbia, Delaware

Bob & Willa Friedman, 5514 Callander Drive, Springfield, VA 22151 (703)-978-7937

New Jersey, New York, Pennsylvania

Chuck & Bonnie Dye, 288 Mulberry St, Rochester, NY 14620-2512 (716)-473-8041

Massachusetts, Connecticut, Rhode Island

Emery & Anne Glass, 1 Dodge Road, Marblehead, MA 01945 (617)-631-3239

New Hampshire, Vermont, Maine

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

British Columbia, Alberta, Saskatchewan, Manitoba, Yukon, Northwest Territories

Paul & Margie Shoepf, 46 Lakhota Crescent West, Lethbridge, AB T1K 6J2 (403)-381-6238

Ontario, Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island

Dave & Brenda Vandavelde, 2964 Keynes Crescent, Mississauga, ON L5N 3A1 (905)-824-9364

Since 1976



DEADLINE FOR THE JANUARY-FEBRUARY, 1997, ISSUE OF DOUBLETALK IS DECEMBER 1, 1996

FROM THE EDITORS

Thank you! You've made this terrific year for the TCA! Everyone who has helped spread the word and tell other tandemists and tandem enthusiasts has the right to be congratulated. Let's keep the enthusiasm going and the club growing as we move into 1997.

We'd especially like to thank all the volunteers who took time at a rally this year to man a TCA booth or to go above and beyond the norm. At the risk of missing someone, we'd like to personally recognize and thank Bob & Lois Weast, Rodney & Verna Moseman, Greg & Wendy Brock, Stan & Marilyn Smith, Dennis & Lyndsey Morris, George & Judy Bacon, Bill & Susie Greiff, Virgil & Jeannie Fruth, Phil & Carol Pattengale, Chris & Rachel Gilchrist, Bob & Terri Gorman, Jerry & Sandy Wallis, Bruce & Judi Bachelder, Duane & Joan Dennis, Bob & Linda Harvey, Jim & Penny Speck, Ken & Vickie Adams, Ray & Ellen Fischer, and many more. These TCA members live in all parts of the USA, from Oregon to Florida, from Michigan and Wisconsin to Texas, Oklahoma, New Mexico. Yet all have a common love a two-wheeled sport, and all helped the TCA at a booth or making it possible to have a booth at one of the many rallies this year. It was such a success, we encourage you all to do it next year at your favorite rally. We'll help as we can, by sending membership information and more! If one of the key volunteers of the TCA will be at your rally, it may even be possible to have merchandise to show and sell, like the TCA did at the NWTR, the MTR, and the STR.

At these rallies, the sales were brisk for the new sharp-looking dark green polo shirts, and many people took advantage of the closeout prices on the older logo t-shirts. T-shirts and polo shirts are still available, if you didn't attend a rally where these items were sold. Just use the order form in the back of this magazine and send the form and your money to Stan & Marilyn Smith.

We've also picked up a number of new volunteers for the hospitality homes program. Look

in the next membership directory, scheduled for printing and distribution in January, to see who besides you are volunteers for this effort. The 1997 Membership Directory will be mailed to all TCA members who are current as of January 1, 1997. This is a good time to check your membership -- look at the mailing label -- to make sure you have at least two more issues coming. If not, mail your renewals NOW to Bruce & Judi Bachelder. Use the membership form in the back, and make sure your address and telephone number (if you want it listed) is correct.

We'd like to thank all who took the time to write a letter or an article for DoubleTalk, even if it hasn't yet been published. The TCA is a purely volunteer organization, all contributions are freely given without regard for pay (major expenses are reimbursed), whether it is a contribution of your time at a rally or your time preparing your article or letter, it is appreciated by the rest of the membership, we can assure you. If you're thinking about an article, we encourage you to go ahead. The "pay" you receive is the knowledge you've made a difference to a fellow tandemists somewhere, and that is priceless!

For the past three issues (including this one), visually impaired cyclists have had the option to receive DoubleTalk on cassette. The team behind this effort is Cathy Chang and Glen Phillips of California. We can't thank them enough for their efforts. If you are visually impaired and would prefer receiving DoubleTalk on cassette instead of in print, let us (the editors) know, and we'll add you to the list for the January-February issue.

All submissions to DoubleTalk should be mailed to DoubleTalk, c/o Jack and Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242 or e-mailed to us at tandems@mindspring.com Individual memberships should be mailed to Bruce & Judi Bachelder, 306 West Union, Morganton, NC 28655.

And now, we wish you all a very Happy Holiday Season and a great New Year!



Dear DoubleTalk,

We have now been wandering around southeast Asia for three months or thereabouts. Our ship sailed from New Zealand in April and we arrived in Malaysia at Port Klang early May. Our original aim of leaving the ship in Indonesia was thwarted when we were refused entry at Jakarta. Fortunately we were able to remain on the ship.

From Malaysia we caught a ferry to Medan in North Sumatra, Indonesia. This time we were more successful and gained entry without difficulty. After a 19 hour nightmare of a bus journey we reached Bukittinggi. Thomas, the tandem, probably had a more comfortable ride strapped to the roof rack.

Our major reason for going to Sumatra was to cycle over the equator. The two hemispheres meet about 60 KM north of Bukittinggi. After a few days sightseeing we headed north and with a slight bump crossed the equator. Once over we continued north through pleasant scenery on goodish roads. The tandem caused quite a stir as did we. In many parts of Indonesia, the only time tourists are seen is as they go past on a bus.

Back in Medan a month later we re-crossed to Malaysia on the ferry to Georgetown. From there we cycled to the Thai-Malaysian border at Padang Besar and caught a train to Chiang Mai in North Thailand.

Thailand has been our first encounter with a language that uses a non-Roman script, thus rendering it totally unreadable to us. Its tonal pronunciation was also very hard. The word "mai" for instance has five meanings depending on its tone! Still with the aid of a phrase book we managed to eat mostly recognizable food, and to get around. The 2,500 Km we cycled from top to bottom of Thailand were both challenging and fascinating. Some distances were longer than we liked when cycling in 35C temperatures and 90% humidity. Beautiful temples, fascinating ruins, enchanting countryside, interesting history and friendly people will be our memories of Thailand.

Karen and Ian Aldred and Stumpy, joined us for our last weeks in Thailand. Their arrival cleared away the two weeks of bad weather we had. It also marked the start of shorter more relaxed distances. We never did manage to convince them that we were leading a hard life. The two tandems also caused quite a stir amongst the locals.



We are now heading for Singapore to catch a ship for Bombay, India on October 8. From India our plans are vague, dependent on what visas we can get in New Delhi. Our plan is now to return through Pakistan, Iran, Turkey and Europe, not over the Karakoram Highway as originally thought.



All is still well after 20 months and 22000 Km cycled. Thomas still does everything we ask of him (our thanks to George Longstaff). We have had our ups and downs, fortunately more of the former, and are still well. Time flies and our return at the end of summer 1997 looms too close.

Phil & Louise Shambrook
Pilsley House
Pilsley
Bakewell
DE45 1UF England

Dear DoubleTalk,

We would like to let all of our tandem friends know that we are moving. We will be leaving the beautiful rolling hills of Pennsylvania for a great adventure in the tropics. Pete has just started a new job with Hess Oil at their refinery in St. Croix, US Virgin Islands. The island is only 25 miles long by 7 miles wide, so cycling is limited, but there are a few beautiful roads along the ocean. Looking at the '96 TCA membership list, it appears that we will be the first club members in that area of the country. We also believe that we will be the only tandem on the island, so we will make an interesting sight for the locals as well as the tourists!

Pete Sessler & Mindy Fineman
Hess Oil VI / Power Gen 10
P.O. Box 127
Kingshill, St. Croix 00851



Dear DoubleTalk,

No one will believe this! We're bicycling along the Seine River in the heart of Paris on a flawless morning under blue sky and there are no motor vehicles anywhere near us! That is what we said to each other as we pedaled our vintage Schwinn Paramount tandem through the French capital on the last day of a nearly perfect France bicycling vacation.

Twelve days earlier we had landed at Orly, taxied into Paris, put our bike together at the hotel where we were going to stay upon our return and checked it on a train to Caen 100 miles to the northwest.

We had elected to tour Normandy and Brittany because of an opportunity to visit with a real French family (Jack's sister's in-laws) and because we had heard tales of rich cheeses, pastries and other gastronomic delights for which the Region is famous. We spent months poring over back issues of DoubleTalk reading and re-reading members' trip reports about biking in France, especially those who used the trains. It was a lot easier than we expected!



Jack & Patti Schwellenbach at the Eiffel Tower

We won't go over the trip in detail but only touch on the high points and special considerations anyone planning such an adventure should keep in mind.

Timing - August is a good time to bike northern France. The days are still generally warm with only moderate chance of rain. That is not to say there isn't weather. Being from Southern California where "late night and early morning low clouds and fog along the coast, otherwise sunny" is the meteorologist's mantra six months out of the year, we had to get used to a sky that could be cloudy, rainy, sunny and windy at the same time. Plan to dress in layers and bring your rain gear!

Accommodations - The French nation vacations in August. If you intend to overnight in any of the many resort towns along the Normandy/Brittany coast try to make hotel reservations ahead. There are plenty of places to stay and they all have fax machines.

Direction - Plan to ride from west to east, if possible, as that is the direction of the generally prevailing winds. We went the wrong way and paid the consequences.

Trains - Reserve seats and get tickets in advance. Get to the station early as this will allow you to check your bike for a nominal charge (\$35 at current exchange rates) and enjoy the train ride secure in the knowledge that your prized possession is being well treated and will arrive at your destination when you do.

In Paris an early weekend morning is the perfect time to reclaim a bike and ride through almost deserted streets taking in the sights from a really unique vantage point.

Routes - Stick to the yellow and white roads. Those are the colors used on the IGN 1cm=1km Green series maps for local roads and rural byways. You may be able to use the orange and red routes in limited cases, but your enjoyment will be inversely proportional to the size of the road on which you are riding. We planned our trip using the Michelin yellow maps, but the IGN series are at a better scale. Be flexible! At any time a local may, as one did to us, wave you down from the side of the road to tell



you of an old rail bed recently converted to bicycle use.

Terrain - The coast is flat to rolling. The interior of Normandy is hilly. If you are riding loaded, plan on no more than forty miles per day especially in the north/south direction as the ranges of hills run east/west. When you can, find a river and follow it toward its outlet. The scenery is beautiful in the valleys and the effort will be much less. Towns are generally on the tops of hills (better for defense in ancient times) or in valleys. Either way it means a climb in or out.

High Points - Our route took us from Franceville to Isigny-sur-Mer via the D-Day Coast, south to Vire, west along the See River to Avranches, further west via Mont San Michele to Cancale, through St. Malo to Saint Cast and back to Paris by train from Lamballe. Next time we would not go as deeply into the interior of Normandy as Vire. Otherwise it was a wonderful itinerary which offered a variety of scenery and enjoyable cycling.

Best Meal - Dinner at La Flambe in Isigny. It's not on anybody's "best of" list but it is worth a detour.

Best Scenery - Coast between Cancale and St. Malo. This is a difficult choice as most of the countryside is so lovely.

Best Patisserie - All of them.

Friendliest People - Everywhere we went. Shop proprietors went out of their way to get us fresh water and ask us about our trip - and we don't speak French! Even the big friendly French dogs gallumphed down their driveways barking "BONJOUR, BONJOUR" as we rode by.

Best Airport - Orly, upon arrival we were out with bags in twenty minutes and our departure check-in took ten minutes!

We hope our positive experience will entice more TCA Members to explore Normandy and Brittany. The only way our trip could have been better was if it had all been downhill.

Jack & Patti Schwellenbach
Santa Monica, CA

CLUB NOTES

The Ann Arbor (MI) Tandemists have formally changed their name to the AARDVARKS (Ann Arbor Riding Duos Venturing About Rolling Kountry Sides). AARDVARKS may be contacted c/o Chris & Casey Marble, 7695 Huron River Drive, Dexter, MI 48130, geo_casey@emuvax.emich.edu

TIGERS (Tandems Illinois Going Everywhere Riding In Style). Tandems in Illinois outside of the RAPTORS and the CATS areas are all welcome. John and Marcey Werthwein, 204 Pakey Road, Springfield, IL 62707 (217) 498-9337

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:

September-October, 1996

July-August, 1996

May-June, 1996

March-April, 1996

January-February, 1996

November-December, 1995

September-October, 1995

July-August, 1995

May-June, 1995

March-April, 1995

January-February, 1995



CYCLING AT THE OLYMPICS

Atlanta drew the best and the ambitious for the Olympic Games. My tandem partner and I fell into the latter category: we had ambitions to have the best vacation ever. And we did. In June of 1995 we spent many hours figuring out our ticket selections, then moved onto the housing and travel arrangements. But part of the planning was easy: the tandem would be the first to go into the car! The TCA membership list was a boon: we made contact with strangers across the country whose only bond with us was owning a tandem.

We drove out from San Francisco, with our Chevy Suburban only half full, even with the tandem, two commuter/mountain bikes, two footlockers, and assorted smaller bags. First major activity: a ride with the Albuquerque, N.M. Chili Peppers Tandem club. The internet is a marvelous place: we saw their July 12th ride listed on their home page. And that was our first set time point in our planning.

We made it to the Acoma Pueblo ride, joining five local tandem teams. We figured we should be obvious at the meeting place behind a local fast food/gas station, since we'd never met any of the other tandemers before, so we wore our matching California Republic jerseys. Such a nice bunch of people: but we did discover that there are geographical variations of tandem talk. BART (Bay Area Roaming Tandems) members (our home club) talk a lot to each other; mentioning cars, shifts, stops, etc. The Chili Peppers, main vocalization was for cattle grates. Thanks, it was a great help..

Arriving in Atlanta, we took over our house in the Virginia Highlands section of Atlanta. Our first activity after moving stuff in from the car was to go for a ride. We had been warned about riding on restricted streets, with closures, pedestrian ways, and massive bus lanes. But we found lots of room for our riding. Hot and hilly, but still room.

Most of our riding was on our commuter bikes to athletic venues, but we did ride our tandem through the Buckhead area north of Atlanta. Again, the local tandem people were a great help: John Disosway helped us map out a route with the best scenery to take in the finest of the local housing

(including the Governor's Mansion) as well as the route of a local road race. Although we're used to hills in San Francisco, the steep short grades of Atlanta made for a different type of challenge.

Atlanta is no different from San Francisco in that there are always local bicycle enthusiasts with whom to connect. Our guides were Jamie and Linda, on their tandem, out to the track cycling venue at Stone Mountain. A new 17 mile bike path/trail had been built from Atlanta to Stone Mountain just for the Olympics. They also road with us to the best viewing location for the road races and time trials. We enjoyed watching the world's best cyclists such as Jeanine Longo and Lance Armstrong.

On our tandem and even our commuter bikes (one with fenders!) and in matching jerseys, the international cyclists out on the roads and the local riders all seemed to have a friendly wave for us. Once, we were asked what country we competed for! This boosted our ego, considering how slowly we were going up one of those infamous short steep hills at the time. Encouraged by the Disosways, we made a special effort to time our passage through Birmingham, Alabama on our way home so that we stop and meet the editors of the TCA magazine: Jack and Susan Goertz. We enjoyed talking with them about the TCA, local rallies and European trips. We visited them in their shop, Tandems Limited, and admired their many tandems in stock. Noticing that several tandems had cowhorn stoker bars, we were glad to hear that they thought California tended to set the trend for cycling in some ways (because we have cowhorn stoker bars and hadn't seen any in New Mexico or Georgia yet).

We're home now, but looking forward to the BART rally in Northern California Oct. 18-20, where we will continue meeting tandem teams. Our tandem investment has proven to be one of the best and most enjoyable ones we've made. The hospitality we've received from tandem teams inspired us to become a hospitality house, look us up if you are coming to San Francisco!

Donna Hinshaw (Mik) and
Linda Postenrider (Post)
San Francisco, CA



THE GOLD WIRE

MATT & SPENCER'S TREK TO ATLANTA GOLD

This is hard to write; as some of you have heard, Spencer and I had a golden experience at the Paralympics, but have no medals to show it. The mildly exciting news is that we placed 4th in the world in the 4k pursuit tournament. The really exciting news is that we presently hold the tandem world record for the 4k pursuit! (4 min 32.83 sec) Here is how the tournament went.

On Saturday August 17 at about 3pm we rode our qualifying ride. There were 19 bikes entered in the tournament. Each bike rides 4k from a standing start for a qualifying time. The fastest eight bikes qualify to ride in the quarter finals. To save time, two bikes ride at once, starting on opposite sides of the track. So there were 10 qualifying heats, and Spencer and I were in the last one. This was a very fortunate state of affairs. Since we already knew 17 of the qualifying times, we knew precisely how fast we needed to ride to seed ourselves where we wished in the quarter finals. When we went to the line the fastest ride of the day was 4:35. We picked a schedule that would result in a 4:40, and put us right in the middle of the pack. We rode 4:39, seeding us 4th. We were really happy because the fastest we had ridden in competition prior to that was 4:44 at trials in Colorado Springs and because we felt we had ridden the 4:39 with about 90% effort.

In the remainder of the tournament, two bikes start on opposite sides of the track and ride against each other. The winner of each round advances to the next level of the tournament: the eight qualifiers ride in the quarter-finals to select 4 winners for the semi-finals; the two semi-final winners compete in the finals for the gold and silver; and, the faster of the two semi-final losing times earns the bronze medal. In each ride, one is seeded according to their time in the previous ride. In the quarter finals, the #1 qualifier rides against the #8 qualifier, and the #2 against the #7 and so forth. The quarter final ride times are used to reseed riders for the semi-finals. If you think about all this too much, you will start to realize that there are many different types of strategies with which one could approach a tournament like this. Fortunately, Spencer and I had

a coach there who worked with us all year, knew us, knew the possibilities, and was thereby able to relieve us of all that potential stress.

Since the fastest rider always has the privilege of being the last rider in the next round, and since Spencer and I were seeded fourth in the qualifying round, we had the first quarter-final ride, and we rode against the fifth fastest qualifier (they qualified with a 4:42). What we didn't know is how fast that team could ride. They also rode late in the qualifying rounds and therefore knew they did not have to go much faster than about 4:45 to get in. So, we decided to put the hammer down and go for the #1 seed in the semi-final rides and get a feel for how fast we could go on that track. Also, it was our last ride of the day -- the semi-finals were on Sunday morning. So at about 9:30pm Saturday, we rode 4:32.83, breaking the world record by about 1.5 seconds. In the 13th lap of our ride, we caught the French team we were racing against. But, that blasted team wouldn't let us around. They kept forcing us up the track, causing us to ride significantly further than 4k. So, we are fairly certain that with out that hindrance we would have ridden closer to 4:30.

The next morning at 11:30, we approached the semi-finals confidently, maybe a little too confidently. We both thought our legs felt great. We were ready to go even faster. But, some how we did not. In fact, we rode even slower than we did in both rides the day before. We were riding against a Dutch team that beat us by 5 seconds. Our time was 4:42. Why? Who knows. We will never know. That is bike racing. Although we may be dissatisfied with our results, we are still very happy with the world record. We are very grateful for the experience. And, we are looking forward to using our dissatisfaction for motivation as we ready ourselves for those who get to face us in Sidney.

We also rode in the road race on Wednesday (8/21). However, half way through we had a problem with our front wheel. We got a very speedy change, but didn't have any teammates with us to help get back on to the pack. We chased for a lap



(about 5 miles) but were losing ground. The pace was pretty fast (32 mph average) over constantly rolling terrain. We pulled out. That hurt!

Realistically, Spencer and I were only prepared to be topnotch in one event -- the pursuit. Spencer, Zack, and I knew going in that specialization would be essential for success. Unfortunately, the American selection process did not allow us to specialize until after our trials in early June. Zack says that preparing us to compete in four different trials events ranging in length from 200m to 120km was the most difficult coaching task he ever undertaken. Hopefully, now, the U.S. will not make the same mistake in the future and will have event specific trials. The men's tandem results should be pretty convincing. None of the four men's teams medalled. One other team also won a fourth place. Mike Buttrey and Ray Collins placed fourth in the match sprints.

Regardless of results, it is hard to top an Olympic experience, especially when you have the home court advantage. I won't even bother to pick a high-point of the whole experience; it was a constant high. I think we jumped, though, from cloud 9 to

cloud 999 when we started parading into opening ceremonies. We assembled about 5pm outside of the Olympic stadium. Al Gore stopped by the U.S. delegation to say a few words and get his picture with us. It is really easy to find him in the picture. Just look for me and he is the second person on my left. There were thousands of volunteers running around making sure we had enough to eat and drink as they organized the 127 countries for the parade. The ceremonies began at 8. Of course the U.S. delegation was last, and Spence and I put ourselves at the very end of our delegation so we would be the last two in. It was 9:30 before we entered the stadium. As we were making our way there, throngs of people were cheering and chanting "U.S.A.", shaking our hands, and asking us for autographs. The place was packed on all four levels with 75,000 people, creating an amazing din. Patriotic music never sounded so good or gave me so many goose bumps. One fantastic surprise was to find that by lucky chance Spencer's parents had seats right at the opening of the tunnel we came through. The ceremony itself was breath taking. There was a choir that numbered more than 5,000 strong and a dance group of thousands. There were some big name entertainers like Christopher Reeves and Aretha Franklin and Carly Simon. There were fireworks and ... and ... and ... You had to be there. The organizers went all out and did an excellent job of it.

To keep us looking official and American and so forth, we were issued lots of clothing. One of the more fun Olympic traditions is for athletes to trade clothing and pins. My favorite trade was at closing ceremonies. I will never forget it. Spence and I really liked the shirts that the Germans were wearing. They liked the shirts that we were wearing. So we traded the shirts right off our backs. It was really neat.

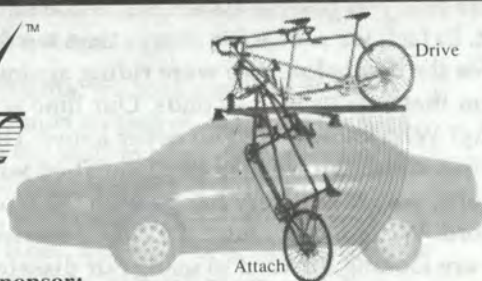
Start saving now. Plan on going to the Paralympics in Sidney. It will be an experience you will never forget. And the more Americans we can get there, the better. If any of you have questions about our experiences of the year, please feel free to shoot them my way. There is a lot I have not written.

Matt King
Poughkeepsie, NY

"Using the (TT) is an absolute pleasure - just ask my stokers, they no longer have to help me..." K.H., Portland ME

"Excellent system... Versatile..." Tandem Magazine

TANDEM TOPPER™



Official Sponsor:
Burley Cycling Classic • NWTR • STR • Team Tarantula

Atoc Inc.
6615 180th St. SW
Lynnwood WA 98037
(206) 745-2131

(800-2862-021)

800-ATOC-021

email Atoc-CB@msn.com

- One-person loading!
- Quick & easy to use
- No damage to bike's finish
- Carries tandems & singles
- A breeze to install

Burley Cycling Classic is a trademark of Burley Design Cooperative



'INN TO INN' TOURING IN SAINT AUGUSTINE, "THE ANCIENT CITY"

In the May-June, 1996 issue of DoubleTalk, we promised an account of an 'Inn to Inn' cycling trip we had planned in the St. Augustine, FL area. So, delivering on that promise, here's our report.

We had seen an ad in the Adventure Cyclist Magazine that described a B&B that offered local and self supported inn to inn tours in and around St. Augustine, FL. Since we have vacationed many times in St. Augustine, but always at the beach in a condo, we decided to find out more about an opportunity that appealed to two of our favorite interests -- cycling and Bed and Breakfasts. I called and spoke with Pam James, owner with her husband Walt of the Penny Farthing Inn, and we talked through what was possible in a week's stay. We decided to combine a variety of local rides with an 'Inn to Inn' option.

Walt and Pam bought the house about two years ago and have redone every room in the house in authentic Victorian style. The house dates to circa 1890. Miniature Penny Farthings are part of every room's decor. All rooms have a private bath and a porch. Some porches are private, others are shared and most have a swing and rocking chairs. There is a two room suite on the third floor. On the first floor, are the dining room and parlor along with Walt and Pam's quarters. Out back are another porch and a garage that houses the stable of bikes available to guests who don't bring their own. Most are single speed cruisers that are perfect for the beach, but they do have a few hybrids that can be used for longer rides. Also in the garage is a refrigerator containing complimentary beverages for the guests. The inn caters to both cyclists and non cyclists alike and can arrange cycling tours for anywhere from two to ten days.

We arrived a little earlier than planned on the afternoon of the 5th and no one was home. After a short wait admiring the exterior of a fine old Victorian home and taking advantage of the rocking chairs on the side porch, we soon were welcomed by

Pam as if we were old friends. Pam showed us to our rooms and we unloaded the car and joined her in the parlor of the beautifully decorated inn and reviewed all of our ride options for the week. Pam provided us with options of 10 to 60 mile rides all accompanied by well laid out maps and cue sheets. In addition, Pam had collected all the information about what was going on during the week in St. Augustine.

Just prior to departing from our home in Roswell, GA, we discovered that the Olympic Torch Relay would be coming through our hometown on July 18, but alas, we were not returning home until July 20th. We were thrilled to find out that the torch was not only coming through St. Augustine, but was spending the night at the old fort, Castillo de San Marco. This would give us the opportunity to see the torch twice.

Pam had prepared our Inn to Inn package with maps and brochures of the two other inns we would visit. All were placed in plastic sleeves and tied with a pink ribbon. The sleeves are set up for a three ring notebook and will be easy to include in a scrapbook or photo album.

We chatted for a while and Pam shared their scrapbook of their 1988 Australia Bicentennial Bike Ride. Soon, we felt as if we were at a friend's home, not a Victorian Bed and Breakfast. Pam offered several recommendations for dinner, all within





walking distance of the inn. We literally were able to park the car at the inn and not move it for the whole week since everywhere we went was by bicycle or by foot. The historic portion of St. Augustine is within easy walking distance of the inn. Trams (for a fee) are also close by and Pam can even arrange for a horse drawn carriage ride from their front door.

Nancy and I now had to plan our week. We had so many options, it was tough to pick and choose, but we managed. I was nursing a sore knee, so we opted to take a few easy rides along with some longer ones. Our first easy ride was Saturday morning. I could claim it was due to the knee or because it was misting rain, but the truth was, we were told that Walt would be serving his pecan and cinnamon pancakes for breakfast. Walt joined us for the beginning of our ride on his Penny Farthing reproduction. We rode through downtown St. Augustine and even though it was early and a little damp, there were people out and about. You can imagine the heads turning at the sight of a tandem and a Penny Farthing rolling along sleepy city streets. Walt left us so he could prepare breakfast and we headed over the new Vilano Beach bridge. There are no hills in this part of Florida, only bridges and highway overpasses. Older bridges are draw bridges and not so high. The newer bridges are being built to eliminate the expense associated with draw bridges and are built tall enough to accommodate the majority of ship traffic. As a result, since they span the same body of water of the bridge they replace, they tend to be steep. But they also have wide shoulders that easily accommodate a bicycle. We were treated to a panoramic view of downtown St. Augustine as well as Vilano Beach. We headed on to the beach where early morning fishermen were already trying their luck. We headed back over the

bridge and rode up and down the "Oldest City's" historic streets, enjoying the scenery with very little traffic. Returning to the inn just in time for breakfast, we joined three non cycling couples for a perfect breakfast of coffee, juice, fresh fruit, pancakes, and bacon served on the side. What a great way to meet people from all over!

Our next two days we opted for longer rides with early starts from the inn. Since Pam serves breakfast at 9:00am, she arranges breakfasts at little restaurants in and around town for early risers and early cyclists. We had one breakfast at Mary's, overlooking the bay, and the other at the Old Lighthouse Restaurant that is near the base of an old lighthouse. There is a dock that you can walk on to see another view of the bay and the city.

On Monday night, we joined Pam and Walt to watch the Olympic Torch enter the city. The route brought it over the historical Bridge of Lions right into the heart of the city. We had an excellent viewing spot, but the crowds were pretty heavy. After the torch passed us, most of the crowd headed for the old fort. We headed a half block the opposite direction to catch it again as it meandered back our way before stopping for the night. Then it was off to dinner at a little Greek restaurant before heading back to pack our panniers for our 'Inn to Inn' adventure.

This was a first for us, and we weren't sure how it would work. After packing and unpacking and finally deciding that the weight was right and distributed properly, we settled down for the night. Our objective the next morning was to watch the torch begin its journey at 7:30am. We loaded the bike, filled water bottles, stuffed bananas that Pam provided in our pockets and rode with her over to the fort. This turned out to be the best viewing opportunity. There were no crowds to speak of, everything was less hectic, the escorts were in a more friendly, easy going mood, the bicycle police and the state troopers were more relaxed and we felt good about the start of our day.

We headed west out of St. Augustine toward the St. Johns River. We headed through perfectly flat roads shaded by oaks and pines before entering farm country -- potatoes, corn and other crops. Breakfast was arranged at a small fishing camp a short way off our route. We didn't mind the detour because the road that runs along the river is the most scenic part

Introducing

1-800-777-0258

THE Family Tandem

Stoker position easily adjusts from 3 year olds to Adults!

High quality, 21-speed chromoly touring tandem

The ultimate training bike for kids - learn the road!

Versatile tandem for growing and changing families

by Green Gear Cycling, the company that brings you
the Tandem Two's Day, the ultimate travel tandem



of the route. In some places, the river is close enough you can throw a rock into it and the river is nearly 2 miles wide in spots along here. In other places, the live oaks form a cool, shaded canopy over the road. Homes of all sizes and shapes can be found from elaborate, expensive ones to old and tiny ones.

After breakfast, we headed for San Mateo and the Ferncourt B&B. As we approached the little town of Hastings, the sky turned dark, the wind picked up, the temperature dropped from the 90's into the 70's, lightning lit up the sky followed by rolling thunder, rain started falling and we looked for shelter. We made it to a little corner gas station/convenience store/cafe all in one and waited for the storm to pass. It did and we continued on roads still wet from the rain. The temperature was cool and we were enjoying ourselves when the rain began again, only this time, it was a light, gentle one, not accompanied by wind and lightning.

We arrived at the Ferncourt thoroughly soaked and were greeted by the owners, DeDe and Jack Morgan. They brought us towels to dry off with and rags to wipe the bike down. Since they host a cycling group from south Florida once a year, they weren't too shocked by our appearance, but were impressed

with the tandem. Soon we had the bike dried off, replaced our wet shoes with dry ones, and DeDe gave us a tour of their restored 'farmhouse.' Now, both of us grew up in the South and our grandparents lived on farms, but we never saw a farmhouse quite like this one. The Morgans have restored it after a fire left it vacant for ten years. It took them five years to complete the work and the home now contains 6 sleeping rooms on the second floor all with private baths, along with four common rooms on the first floor. The Morgan's private quarters are also on the first floor. The house is wrapped on three sides with a wide porch furnished with swings. As part of our package, DeDe cooked and Jack served us a gourmet dinner that consisted of potato leek soup, salad with herbed goat cheese dressing, a Minorcan dish of Perlo which is chicken with onions, tomatoes and rice, side vegetables and a dessert of ice box lemon pie ... and it was just perfect after a wet day on the bike.

The next morning, we joined two business women that stayed the night and were served a complete breakfast, including peaches, herbed eggs, sausage, fresh sliced tomatoes, muffins, juice and coffee and when everyone thought they could eat no



Oh, The Things You'll See On a Burley!

You'll see some incredible things on a Burley™ tandem—like components, craftsmanship, and the attention to detail you'd expect on higher-priced tandems. Designed, TIG welded, and meticulously assembled in Eugene, each Burley tandem offers remarkable value and great adventure. Call today for your nearest Burley dealer.



BURLEY
1-800-311-5294

Burley Design Cooperative
4080 Stewart Rd. Dept. 3
Eugene, OR 97402 USA



more, Jack brought in a serving of rum raisin bread pudding!

We felt obligated to ride a little harder on this day since we had consumed so much food. We were headed to the Shire House Inn in Flagler Beach and the brochure described a swimming pool, a location across the street from the beach and rooms with full sized Jacuzzis! We couldn't wait. Well, we did ride hard and experienced heavier traffic as we approached the beach than either of us thought we would. As a result, when we made the turn into the driveway of the inn, we were ready to get off the bike. We removed our shoes, rang the bell and were greeted with "Oh, you've made it. Have you heard? We have a mandatory evacuation of the island in progress due to hurricane Bertha and have to be off the island by 5:00pm!" Now we knew there was a hurricane in the Atlantic and had been keeping an eye on weather reports. Just before we left Ferncourt, we saw a report that indicated the storm was turning north and would miss the Florida coast.

While we were trying to decide whether to get back on the bike and head on up to St. Augustine, we were told that Pam was on the phone, did not advise riding along A1A due to the increased frenzy of

people trying to buy gas and get off the island and that she would pick us up in about an hour. The owners of the Shire House took time out of their evacuation preparations to show us their home and invited us to use one of the showers if we liked. We didn't refuse their kind hospitality. Soon Pam arrived and took us back to their inn and fortunately had a vacancy for the night. After loading the bike and our gear, we climbed in the cab of Pam's truck and were greeted with appropriate beverages. What service! What started out as an 'Inn to Inn to Inn' tour jokingly became our 'Inn to Inn to Bertha' tour.

St. Augustine was not under a mandatory evacuation order and later reports indicated that Bertha was indeed turning north. So, there had been much ado about not much as it turned out. However, as anyone who lives along the coast or who has experienced a hurricane will tell you, it is always better to be safe than sorry. All of us have seen on the news the devastating effect these storms can have and we eventually saw the damage Bertha caused when she came ashore in North Carolina. While disappointed in our unscheduled change in plans, we understandingly accepted them.

We enjoyed our extra night at the Penny Farthing and spent the next day sight seeing by foot. That night, we enjoyed a cook out provided by Pam and Walt, again, as part of our package. Caesar salad, grilled chicken, grilled corn on the cob, grilled vidalia onions and good company closed out our last night in St. Augustine. The next morning, Walt took the day off from work and again prepared his special pancakes for a table full of hungry travelers. After breakfast, we took photos, said our good-byes and felt a little sad about leaving.

We had a wonderful week despite the 'Bertha' interruption. We met new people and more importantly, Pam and Walt had welcomed us into their home, not just as paying customers, but as friends. They do that with everyone, not just us. By the way, Pam and Walt are 'learning' to ride a new tandem and have just joined the TCA. So if you like, or would like to try, flat road cycling in a historical setting at a comfortable, friendly Bed and Breakfast, give Pam and Walt a call at the Penny Farthing Inn. Their number is 1-800-395-1890. Tell them you read about them in DoubleTalk!



RAILS
-TO-
TRAILS
CONSERVANCY



1400 Sixteenth Street, N.W.,
Suite 300, Washington, D. C. 20036
(202) 797-5400 • FAX (202) 797-5411



SANTANA WEST COAST TANDEM RALLY

The Santana WCTR was our second experience in an organized ride and our first one at a tandem specific rally. I have to admit we were a bit worried about our lack of experience riding in a group - especially a large group of tandems! We also wondered whether we would be in good enough condition to not only keep up with folks, but also to enjoy ourselves during the long weekend - this was a vacation after all!

We needn't have worried. Soon after our arrival and check in at the hotel we all headed into town for some ice cream at Ben & Jerry's. This provided us a new challenge of riding at close quarters with a LOT of other tandems and dealing with San Luis Obispo's down town traffic at the same time. Somehow we made to B & J's in one piece and enjoyed a warm evening and cool ice cream while meeting some of our fellow riders. Our only embarrassment of the day was realizing that I hadn't toed in the brakes properly, so we were loudly announcing our presence at every stop!

That evening's mixer was pretty uneventful - a lot of folks knew each other and were catching up on their various activities. We had something to drink and hit the sack early.

The next morning brought the first full riding day, with 25, 35, or 45 mile ride options. We decided on the mid-length ride which started with a short tour of San Luis Obispo. Cindy and I both use HRM's and within a mile of the start we both were in the upper part of our range - great!, we were in worse shape than we thought! A moment later I noticed that I had left the drum brake on! In the excitement of the start I'd forgotten to release the brake. We chalked that one up to experience and wanting a quick warm up. There was a good head wind heading toward the coast but a beautiful sunny morning. The ride route was pretty easy with a few hills sprinkled on the mostly flat route. Still, it was a lot hillier than what we're used to. We hit the marine layer a mile from the ocean - glad we had packed our windbreakers. There was a photographer set up to take our pictures as we rode through a state park in

Morro Bay. He was at the bottom of a short hill so if you weren't paying attention you looked good for the picture and missed a down shift for the hill, or were checking to make sure you were in the right chain ring and missed the camera all together. Morro Bay is cute little town right on the water with its landmark being an enormous hunk of rock sitting in the bay - Morro Rock. It's one of series of volcanic peaks that run towards the ocean. Our hotel was next to another one of them. I think they're called the Nine Sisters (maybe seven, I forget). Lunch was BBQ chicken and salmon at a one room schoolhouse and park in Los Osos, pretty tasty. We had a chance to talk and get acquainted with quite a few of the teams while we waited for lunch to be served. The friendliness of tandemists that we'd read and heard about became very apparent. By the end of lunch we felt much more part of the group.

A short but hot ten miles back to the hotel and we were ready for the showers. The announced Santana demo ride failed to appear. That evening was the all you can eat pasta dinner, the food was pretty good but I kept missing the fresh tray of pasta! Dessert was served out in the atrium, we were delayed talking a few minutes in the dining room and walked out to find one forlorn piece of carrot cake. A bit of a miscalculation on folks appetites, especially for chocolate! The staff eventually brought out another cake. The evening ended pretty quickly after that as there was another full day ahead.

Sunday greeted us with cold and overcast skies, we again decided on the middle distance ride of about 45 miles. I was expecting quite warm temperatures as we headed inland toward the agriculture and winery area. Once the clouds burned off we had a great day on our hands. The ride route was beautiful with rolling hills and lush green fields filled with all kinds of vegetables and grapes. The two climbs we tackled were tough for us but we took inspiration from the couples towing trail-a-bikes and child trailers. There was a quick tour through the town of Arroyo Grande, then the route headed up towards our lunch time destination of Biddle Park. We arrived at the park looking for



our fellow riders, got off the bike and chatted, and waited for lunch to begin. We finally realized that we were making another group of BBQ'ers very nervous, what with a bunch of hungry cyclists lolling about! Once we got to the correct site, Santa Maria tri-tip was the main course for lunch with the usual salads, BBQ beans, and bread. The ride back to the hotel included several stops at local wineries to sample their wares. A bottle of a nice Muscat made the trip home in the trunk pack to accompany the evening's dessert tasting. The tandem rodeo scheduled for the afternoon was canceled. Having never seen one we were pretty disappointed.

There was a dessert tasting that evening that brought most everyone out of their rooms, albeit for

a short while as most folks were wanting to rest up after a lot of fun riding.

The final morning brought even more cold, overcast, and fog for our ride to Avila Beach and brunch. A great meal was had, many good byes said, and many pictures taken before our ride back to the hotel. Some brave teams did an optional ride through See Canyon with some non pavement riding thrown in for good measure.

We were happy with our first tandem rally experience and look forward to having other rallies to compare it to. Thanks to all who went out of their way to make a couple of rally rookies feel welcome.

Hector and Cynthia Vasquez

G.R.I.T.S.

The Tokyo-chapter of GRITs (Gaijin Riding Illegal Tandems) held its first official rally in Boso peninsula in Chiba prefecture over the newly designated "Ocean Day" national holiday weekend (July 20-21.)

The ride officially started in Kanaya, a fishing village where the ferry from this side of Tokyo Bay lands. However, getting to the ferry from Tokyo was quite an adventure by itself.

For Katie and I, it was easy. We just packed our S&S Coupling- installed Bilenky Tinker tandem in a couple of softcases, and simply brought them onto trains. However, for Rod and Laura, with their (very) early Cannondale, it wasn't as easy. They improvised a tandem bag by zipping two "Rinkoh Bukuro" or bicycle bags together. The result was a huge, ponderous 8'x3' bag which probably violated every regulation on the book. Luckily, the train we took also goes to a popular surfing area, so equally large bags containing a surfboard were not uncommon. Still, the early morning train which left Shinagawa, a few miles out of downtown Tokyo, just past 7am, was very crowded with beachgoers. We assembled our tandems at the train station in front of several curious (and astonished) onlookers, and rode onto the ferry to Kanaya.

In Kanaya, we were met by an old friend of mine, Soichi, on a single. Five of us headed south on a

narrow 2-lane road that snakes between fishing villages through numerous tunnels. Since this was the only road along the coast, congestion were common whenever we go through these villages. We would pass tens of cars, and would be passed by them on short sections between villages. Among them was a police cruiser which once followed us very closely in a tunnel. We speculated that the officers were on their radio, exchanging a dialogue like:

Officer: "There is a group of weird gaijin on weird bikes. Should we bust them?"

HQ: "What? Are they doubling up on a bike?"

Officer: "Not really, these weird bikes are built with pedals for two!"

HQ: "..."

After some nervous moments and putting up with congestion, we finally arrived in Tateyama, yet another fishing village turned resort city. We parked the tandems and went into a well-air- conditioned (almost too cold) noodle shop for fuels. The Atlanta Olympics opening ceremony was blaring out of the tube which everyone in the restaurant was watching. We satiated our thirst with pitchers of ice water and a pile of cold noodles a la chinoise (hiyashi chu^ka) so popular at this time of the year.



As we came out of the restaurant, thoroughly chilled to the bone, the tranquillity of the town was broken by the siren of a police cruiser, dashing out of the police box, rushing towards the way we came. We again speculated that they finally figured out that we weren't supposed to be riding tandems, and they were out to get us!!! Boy, were they ever in a hurry. It was just like a scene in "The Dukes of Hazard (sp?)" except that in the show, there would be several crashes.

Thankfully, the road branched out to three directions, and we chose the one which continued along the coast. After passing by small beaches, we arrived at the point of the peninsula. The last few hundred feet of the road was unpaved, and we bounced down to the rocky shore. When we found a nice place to lay down our bikes, we noticed that our rear tire was flat. Oh, well. Such things happen. I just patched the beautifully made snake bites then headed to the tidal pools.

There were many tidal pools where lots of little fish and crabs lived. The breeze was warm and the sound of waves was soothing, so Laura and Katie fell asleep. There were a couple of divers gathering big abalones and "sazae" snails or turban shells which are considered delicacies and sold at up to \$100 / lb. There were many skilled anglers who cast their lines incredibly far from the shore. We didn't see any of them catch anything, but the whole scene was so peaceful and quiet.

After lounging around and snoozing for a couple of hours, we decided it was time to go. Then, I noticed that the rear tire was flat again. Ok, this is easy. I just remove the rear wheel and patch the hole again... It turned out that there were three sets of snakebites and each of them had to be patched individually. After inflating the tire, we headed up. Then, that's when Rod who was behind us said, "Stop riding! Your tire is flat again!" It was getting rather frustrating. It must have been a slow leak somewhere, but the tire was deflating too fast to continue riding, stopping occasionally to pump. So, we went on the routine of removing the panniers from the bike, turning the bike upside down, unscrewing the drumbrake from the Pacman, removing the wheel, removing the tube, looking for a puncture... It turned out that the new box of Rema patches were quite old and deteriorated enough that they did not stick well to the tires. Numerous



attempts at trying to make the patches stick was futile. We repeated the process of patching, pumping, waiting, repatching... several times. Finally, Rod "remembered" that he had a couple of 27" tubes, but didn't offer them because he thought they would not work. Hey, after using up all patches, I was on my last straw. I stuck the wider one of the two into the tire, and pumped them up. Voila, the bike was rideable again. So, off we went on the road again.

With 3 miles left to go, I suddenly heard the pssshhhheeeewwwwww... bump, bump, bump, bump, bump, Bump, BAM, BAM, KABOOMM!!!! from the rear. It turned out that the slightly undersized tube split at the seam. We were left with a beautiful 1" long split which was basically irreparable. Luckily, we were about 1000' from a supermarket which sold patchkits. Still, it was getting quite late, so we just installed the other 27" tube and off we went.

Things were fine, until we were almost in Shirahama at the southernmost tip of the peninsula, the day's destination. Yet another, pssshhhheeeewww... bump, bump, bump, bump, Bump, BAM, BAM, KAWBOOOM!!!! Our hearts hit the bottom. We pulled out the original leaking tube, and pumped it. We were only minutes away from the town, and we just pumped up as we needed, and got to the inn. The police officer whom I asked for direction didn't blink, though.

(To be continued...)

Ken Iisaka
Tokyo, Japan

HIGH PERFORMANCE TANDEM



Send for Free Brochure

60265 FAUGARWEE • BEND, OR 97702 • 503-389-2503



Who Can? Two Can!

Seeking The Dream Tandem

This is the third in a series of stories detailing Ed and Kathy Payne's search for the perfect tandem bicycle. In last month's piece they shared the experiences of an expanded search along with impressions of several types of frames from various builders. This month the story continues...

TANDEMO! What A Show!

August blew in hot and for the better part of three whole weeks remained sweaty. August, fortunately was going to leave with a much cooler attitude, as Kathy and I made preparations to head north to Larry Black's TANDEMO weekend. Pleasant low humidity and cooler Canadian air was to rule for the coming last weekend of August; we couldn't have been more pleased, especially in light of the blast furnace temperatures (heat index hovering around 130 degrees) that nearly melted us during our visit to Tandems East in July.

Kathy called several places in the Frederick, Maryland area looking for a place for us to stay. No rooms at the inn, any of them. Unknown to us Frederick was to celebrate some kind of Historical Heritage days during the same weekend we were to be in the area. She then called Mt Airy cycle to explain our situation and solicit assistance in obtaining lodging for us for the weekend. Linda offered us a chance to stay at the palace at which TANDEMO was to be headquartered. What luck, what generosity, serendipity to the rescue! We quickly accepted and offered our services as able bodied assistants.

Kathy and I finally broke away from Pocomoke at 7:30 P.M. It was going to be a late evening getting to Mt. Airy. We experienced the typical late evening traffic on a Friday; all of it headed in the direction of Ocean City. Advantage of life on the Eastern Shore??? Arrival at Larry's house was just after midnight. Larry and friends were still at it, setting up for the anticipated morning crowds. Immediately upon arrival Larry showed me around briefly and then handed a rear hub, a handful of spokes and a Ryno tandem rim with 40 holes. Hmm, been in town for a total of 3 1/2 minutes and already put to

work. I built up the wheel and made a quick, rough true-out before handing the wheel to Larry for him to finish off over on the truing stand. Kathy was soon busy too, helping Linda prepare refreshments for the morning. Kathy and I finally called it quits about 2:00 a.m., gathered together our stuff from the truck, headed upstairs and collapsed into bed.

Initially it was Kathy and my plan to help out some, hang out some and try some more bikes. Things got so busy that it was help out a lot, hang out a little and not have any time to try out more bikes. There were plenty of pedals to change, as everyone seems to have a preferred pedal style, be it LOOK, TIME, Shimano SPD, or whatever. Some wanted just plain clips. Each bike that went out had to have a seat and handle bar adjustment, too, just to make sure that the riders' experience would not be marred by faulty or improperly adjusted equipment.

In all it was estimated that nearly 200 people showed up that Saturday to try bikes both of the two seat variety and those of the 'bent' (recumbent) persuasion. Busy, busy, busy all day long. Did not look like we would get a chance to get out on the road that day.

Evening came, hunger nagged and we were off to one of the local Mt. Airy eateries. Quiet, off the street place featuring Italian specialties near the center of town. Pleasant surroundings, good food, reasonable prices. Back to Larry's for some evening hanging out and shut eye.

Sunday arrived with fog and mist. Would the curious come today as they did in force on Saturday? Would Kathy and I have a chance to get out and retry the Santana small framed tandem that we had liked in Asheville?

Initially, unknown to Larry Black, the Baltimore Bicycle Club hosted its annual members' picnic not far from Mt Airy this day. This cut into the number of people who showed up Sunday significantly. Kathy and I would have a chance to hit the road. But first, a visit with Bob Carson of the L.A.B. Bob ventured out from Baltimore atop his recumbent



bike initially to the BBC picnic and then to see Larry. Bob was surprised to see Kathy and me working TANDEMO. Oh, well, the strangest of folks can be found in the strangest of places.

Was it Sweet or Was it Sweat?

Larry had the small-framed SANTANA titanium tandem that we had tried in Asheville available. I mounted appropriate pedals (LOOK for me and regular clips for her), made final seat and bar adjustments and took off. The route was to be about fifteen miles through rolling country with moderate climbs.

Earlier I thought about what would be hoped for while riding this bike; perhaps just experience and enjoy the miles as they rolled by?, perhaps engage in critical observation and analysis of ride sensations while reviewing my experiences on other machines?, or perhaps just sweat a little and hope we didn't crash or do anything stupid.

It felt good to be back on the titanium Santana. Quick and responsive all the while being supple and compliant. This would be a comfy big mile bike. Silky smooth without the harshness of the straight gauge tube Cannondale and without the creaks of the Aluminum Santana Sovereign. Hills that would be a grind on lesser machines were merely a pleasant chore on this sweetie.

Couple of things bothered me, though... One was the rough shifting, which was understandable, considering that this was a demo machine, and the other was an occasional chain skip. The shifting I could understand, but the chain skip was something else. Worn cogs? Sticky links? Hard to tell. About three miles from the end of the ride, while ascending one of many inclines, the rough shifting and the skipping chain came together. While going for that last gear before a chainwheel shift Kathy and I popped a couple side plates off of the chain. Truly unacceptable for a nearly \$8,000.00 bicycle, but understandable, considering the abuse it had certainly withstood from countless jammed and forced shifts from those not familiar with the intricacies of smooth tandem operation. Hmmm, three mile walk to Larry's.

Kathy and I walked the first mile together. It soon became obvious that the easiest thing to do would be for me to continue onward alone, 'scootering' the bike along with my right foot clipped



into the left pedal until I arrived at Larry's. I would then return with help.

The trip to Larry's was completed in short order. Soon Kathy was back, too. Time to explain what happened and to begin serious negotiations with Larry on a bicycle. Kathy and I noted early on that we would need to go to a medium sized bike; small-framed machines left too much seat post sticking out. Larry and I talked for a while as Linda and Kathy worked to pack up reminders of the weekend. **Gettin' Close To A Deal**

I bought a couple vintage smooth-leather Avocet saddles and a pair of Mavic 'team issue color' LOOK pedals prior to saying final good byes for the weekend. Kathy and I will be returning to Mt Airy Bicycle to have a final look at the medium frame titanium Santana and finalize terms.

Edward & Kathy Payne
Pocomoke City, MD





The Tandem Pack



- The only Hard Shell Case made for Tandems
- Frame rests in beds of custom cut-to-fit foam
- Can be converted to house 2 "mono" bikes
- Rolls Easily •••• AND IT LOCKS!

See your dealer or call 1-800-359-3096/1-209-784-0675

Made in Porterville, CA, USA!



1996 PIGS Rally

The second annual PIGS Rally occurred the weekend of 10-12 August in Coralville Iowa. We were invited to attend and ride with the PIGS (Paired Iowans Going Somewhere). There were about 50 teams present, including a team from Texas, one from Illinois, one from Wisconsin, 6 from Minnesota and the rest from Iowa. We originally found the announcement in DoubleTalk and after talking to Bill and Mary Mobeck who had attended last year decided to register. The Rally committee was well organized and consisted of ten couples from various parts of the state, lead by Marlene and Ed Hayek.

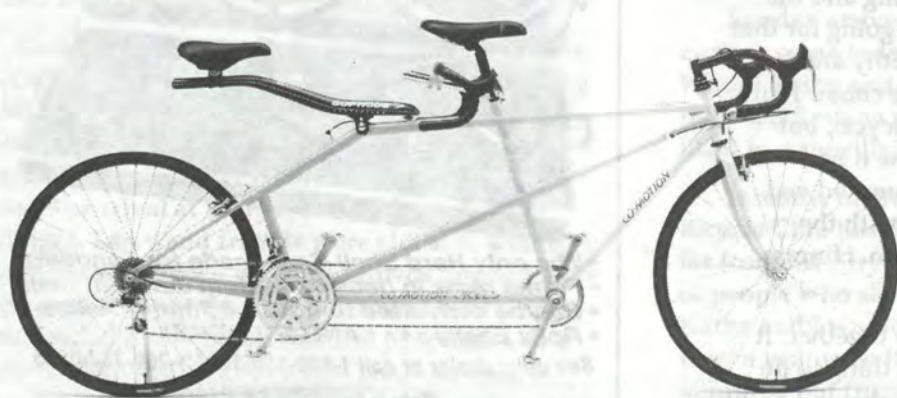
We had a welcoming party in the Ironmen Inn parking lot on Friday night. We really enjoyed the Saturday morning rolls and bagels (donated), fruit and juice and of course coffee. The ride choices were about 25, 40 and 60 miles in somewhat rolling hills (some we just rolled our eyes...). Lunch was in Solon, Iowa at several local restaurants followed by a brewery tour and a visit to a fossil site. We stopped with several other teams and went looking. Lots of corals and brachiopods. The weather was great, in the 70's and the rest stops were loaded with cookies (pig shaped) and fruit. The reststops were really great. People stood around and talked and talked. There were also Pig jokes ala Burma Shave signs along the route. Out of pity for the readers, I won't repeat any of them here. Saturday afternoon Beth

Traut talked about her ride across the country. She did the ride in 100 days as part of the Iowa sesquicentennial celebration. Her presentation was well documented with slides and her enthusiasm was contagious enough to encourage everyone to want to ride across the country. In the evening we attended a fantastic banquet (organized by Carolyn and John Haase) where Elizabeth Young spoke about her tandem ride on an English Tandem called the Spirit of Fun back and forth across the country in 1938. Dinner was a buffet done by Weatherby's. The food was excellent! After the presentation, door prizes were awarded and believe it or not, there were more door prizes than teams to receive them. At the end of the program, everyone sang the Pigs song... with a few added oinks, snorts and a loon call or two.

Sunday morning was rainy but several teams did go and do the route to the Herbert Hoover Library. We left early for another engagement, but the route sure looked interesting. The hospitality was fantastic, the arrangements were extremely well organized and the Iowans are just the friendliest bunch of people you'll ever meet.

Can't wait to hear where it will be next year.

Thanks, PIGS!
Tom and Fran Ostertag
St Paul, MN




Capuccino

The First Softride Beam Tandem Designed For Speed

- 700c wheels
- Rock Solid, Lightweight Frame
- Unparalleled Stoker Comfort

"The frame feels responsive under the captain, steering is precise, and out of the saddle climbing is the best this team has experienced."
-Ed Pavelka, Bicycling Magazine

Check out our other high performance tandems, singles, and travel bikes.



222 Polk Street • Eugene, OR 97402
(541) 342-4583 • FAX (541) 342-2210



ONLY 10 MILES MORE

We just got back from our first ETR! It was excellent. Thanks and congratulations to all the folks who made it possible. We really liked the location, the rides, and most of all, the tandemists. Since this was our first Rally, we were not prepared for the magnitude of the event.

We rode out to Lancaster on Friday morning. As we arrived at the Eden Resort, it started raining. Just a gentle drizzle, but the forecast we listened to in the car said more was coming. Unfortunately, the rooms were not going to be available before 3:00 PM. The hotel lobby was freezing cold so a lot of us tandemists congregated under the overhang in front of the hotel, watching our bikes get drenched as the rain poured down. The prospect of a Friday ride was dashed.

At about 3, rooms began to be opened. We lucked out and got a ground floor room - yippie! It was a "smoking room" - yuck. Faced with two alternatives, live with a stinky room or carry the bike up and down three flights of stairs, we turned off the A/C and opened the window. Better than trucking the bike up stairs, but not great smelling. We had a dinner at the Stockyard that was great! Good start to the rally.

Saturday morning we got the hotel to make an enlarged copy of the cue sheets for the long ride. We were planning 45 miles to lunch and then 15 back to the hotel - a 60 mile day. We missed the first cue and had to double back 2.6 miles. Okay, this is the start of the Captain-Stoker argument. Now Linda is nervous and questions each and every cue until the next cue. We catch the occasional team but find that they are doing shorter rides. We press on.

When we get to the town of Cornwall Furnace, the cue sheet really confuses us (we later learned it confused a lot of folks) the intersection is not marked and the street has both a stop and yield sign at the top of a short steep incline. The cue sheet said the yield sign was a few miles away. Hmmm. We turned right, stopped, made a U-Turn and made a right. Up hill, up hill, and more up hill (not steep but steady) until we came to a house with two young men standing outside. We asked for directions, a potty break and a refill for our five depleted water bottles.

Our first instinct was correct. Back down the hill (fortunately) and on with the ride. We are so far off the cues, we decided to zero out the stoker's computer and go point-to-point. Then I heard "Oh Boy!" Linda had been holding the cue sheets and the printing was becoming blurry. Okay, no real harm, we still had the distances and the directions, only the street names eluded us. A little later Linda had actually worn a hole in the paper.

We made it to the "great down hill" yippie - we coasted to a maximum 46mph! The turn was almost precisely at the 3 mile point- to-point distance cited on the cue sheet. Right turn and half a mile for the next turn - perfect! we were to overcome the problem. Another half mile to the turn - whoops, no road. Let's check the cue sheet. Oh \$#!^ - we lost the cue sheet!!!! Now what?!?! We asked a local person for directions back to Lancaster - no lunch stop for us, besides it was already 1:30 and lunch was over. After a lengthy discussion we got some directions to Lancaster. It sounded easy - "by the way about how far away are we?" "10 miles" was the brisk reply. No problem, I thought. As we followed the directions, I noticed that they were following markings for an "MS" ride. Hey, this was getting better! We continued to follow the markings and directions, they tracked perfectly -- until we came to the repaved intersection - no markings. We stopped at a nearby house and asked again. Yes, we're on the right road and we only had 10 miles to go to Lancaster.

We picked up the "MS" marks at the next intersection. Yes! then the directions and the "MS" marks disagreed. "MS" said turn right, our local directions said go straight. Then an ambulance turned the corner. As we tried to wave him down, he smiled and waved, turned the corner and only stopped when Linda signaled "time out" and yelled. We discussed directions and were finally convinced that we would have to ride route 501. Oh well, we "play in traffic" at home anyway. "About how far are we from Lancaster?" I queried. "10 miles." Yeeesh!

We got to the appropriate turns and as we approached 501, Linda noticed a gas station on the corner. Potty break and time for some Gatorade. I



double checked directions with the attendant at the gas station. "Yes sir, just turn left on 501 and you'll be in Lancaster in about 10 miles." Aaarugh!

We rode through the center of Litiz, past backed up traffic and into Lancaster to the Hotel. Today's total 64 miles.

We sat at a table with Stephen & Virginia Ng and their son and daughter, and also next to Randy Swart and his wife. The evening was wonderful. We chatted, met people we already knew and people we only knew through the tandem@hobbes computer chat group. Even though we planned an early bed time, Linda got captured by some Glen Miller tunes after dinner - much to the laughter of friends we had just said "good night" to.

Sunday plans were for a 30 mile ride in the morning, lunch and then maybe a 20 mile ride. We followed the cues well. We stopped to adjust the position of the cue sheets on my back and were met by the Ng's and their "double tandem" (tandem plus tandem trail-a-bike). We left them at Ebi (shrimp?) road as they followed the 20 mile route and we followed the 30. A little way on, we met another family on two tandems. They seemed to be at our pace and their stokers had no presbyopic problems reading the cue sheets. We linked up with them for the rest of the ride. It was fun. There was one "interesting" moment. Being in "farm country" we passed a farm where a stallion was doing what stallions do with mares. Up ahead of us were Mom and the older daughter - quickly, daughter went for the camera in Mom's jersey pocket. "NO!" was

Mom's terse response. Dejected she pedaled on with mom.

After lunch we gave a test drive of our Bushnell to another "Mutt and Jeff" team that we met at the washed out "Double or Nothing" earlier this year. They are "thinking about upgrading" from their Trek. We took a nap and then headed out on the 20 Mile "Kodak Moments" tour. We had one "exciting moment." Pedaling up a hill, a surrey was coming down. The horse was a young stallion who got real excited when he saw us on the tandem. The farmer had all he could do to control him. We got out of the way - fast! We later met three teams at the end of a ride they composed themselves. 72 miles! Now we know what we want to do when we grow up.

We had dinner with 15 of the teams that opted for the extra night. It was a great time for meeting more folks that we look forward to seeing again.

Monday morning Linda and I joined three other teams for a "breakfast ride" to Litiz and back. They didn't cut us any slack, but we managed to keep up the pace in both directions. We got back in time for a quick shower and checkout from the hotel. We're already planning on getting a slot in the ETR-97.

We really appreciate the work of the Tandem-96 folks and the friendliness of all the people we met there.

George & Linda "I think this has become an obsession" Wells
Dover, NJ

SUNDAY IN LANCASTER - ETR 96

The Sunday rides were labeled "Kodak Moments" by the organizers. This day our seven year old stayed at the headquarters to swim, as she was a bit tired after 50 miles of stoking Saturday. Eleven year old Sarah and I took off on the 30 mile round trip in search of Horses, Buggies, and the Amish and Mennonites pedaling bikes to and from worship. After 20 frustrating but scenic miles, having passed only 3 horse-drawns. we hit the paydirt. At noon we passed a house of worship with no fewer than 300

hitched-up buggies, nearly 80 bicycles, and we drove by slowly to hear the singing. A half mile later another slew of 50 lady-only drop bar 10 speeds from Free Spirits through Bridgestone alloy wheel mixtes. Each one with a 'mousetrap-equipped' Pletscher carrier (how many cyclists even know what those are let alone the correct spelling). As we were parked and checking out that assortment (which resembled an Amsterdam train station's on a smaller scale), I noticed hundreds of suspended white



shirts swarming on foot out of the church. We wound the DoubleVision around, headed back down the road, and planted it across from the church. Sarah entered equine heaven as she relaxed back in the stoker's recliner watching a parade of four-hoovers that lasted nearly a half-hour, waving and smiling at the occupants who were as curious about the double La-Z-Boy as she was about the sizes, breeds, and trot of her best friends.

And I in my recliner the whole time completely surrounded by boys and men of all ages, (the girls and women had briskly walked the half mile to the girls bike parking lot to mount their machines to get home quick to cook the Sunday meal) all in the team uniform of dark polyester jeans, suspenders, and white shirts. All straddling two wheelers by this time, and all wearing the same team helmet, a lightweight dark grey model of highly breathable STRAW. So as Sarah took in the parade, the boys and I spent the time talking nothing but bikes. I found out that until they turn 15, they ride a beater, then they get a real bike. Most were aboard decent road bikes, \$200-500, and a few were on mountain bikes. Only a few from department stores, and they prefer the thinner, faster tires for easy pedaling and higher speed. From me, they received plenty of repair tips, anecdotes from the bikestand, and after we got to know each other, I had the whole gang rolling with all the bike humor they could handle, with a slight emphasis on the non-mixed (gender) variety.

A really great bunch with a keen awareness of mechanics and riding technique.

As the buggy parade dwindled, I noticed a particularly slow-going coach with a hand waving from the right side. After thinking it was another friendly greeting, we waved back. The hand continued to whip around as the buggy continued at a walking pace. We set the Vision in motion, bid the gang farewell, and passed the buggy and its elderly occupants slowly on their left, exchanging smiles. I was possessed to stop at the next corner, sensing these two were particularly curious.

The steel-shoed steed clopped the steel-rimmed four wheeler to a halt at our side. We explained the therapeutic value to the back, neck, and arms for people my age. The elder gentleman, between commands and reign tugs to his one-horsepower engine, explained he was nearly twice my age, said he also rode a bike. And so did his wife, who was

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.



"...combines high performance and convenience in a unique and highly efficient package." -- Rudy and Kay Van Renterghem, 20-year tandemists

1-800-736-5348

Call our tandem travel experts today for a free brochure and purchasing information.

P.O. Box 381118, Cambridge, MA 02238 / MontagueCo@aol.com

MONTAGUE USA



riding shotgun.

We talked horses a bit and found out the engine was actually an 11 year old, 16 hand, standardbred named "Bill" He mentioned he had a farm full of exotic animals and we were invited to follow them three miles to visit.

We rode alongside and talked bikes, horses, and hydraulic buggy brakes for the three mile trip to the past. End-o'-the road, and up the rickety lane to the farm, with Bill (who we found out knew the way home by himself) going into a fast canter the last 100 yards to his water and sweet feed.

So this was Glenbrook Farm - Llamas and Emus. Reiss dropped Ada at the house to cook and we followed him (still in his Sunday best) to unharness Bill, stomp through the barn, and feed his 3/4 ton buddy. A few minutes later the grandchildren, who had noticed us at the church, came pedaling up the lane and into the barnyard, very curious. 17-year-old Evan was 6'6, about 240lb, rode a Bridgestone mountain bike with a very thin seat, ALL the way up. He was a bit frustrated that he couldn't fit into toeclips or clipless pedals, but hoped for them someday.

Round Lake Ontario: A Bicyclist's Tour Guide

A self guided cyclotour. Perfect 78°/low humidity. Loaded to credit card cyclotouring. Complete directions, maps, attractions, info. sources. Side trips to Niagara Falls & Ottawa (canal trail). Mt. Bike bikepacking is available nearby in NYS' very large Adirondack Mts. State Park. \$20.00 post pd. Priority mail, \$4.00; Overseas mail \$6.00.

Long Distance Bicycle Touring Primer

A comprehensive how-to-do-it yourself book on cyclotouring based on workshops conducted the League of Am. Bicyclists' GEAR bike rally. \$8.00 post paid Priority mail, \$4.00. Overseas mail, \$6.00.

Both books for \$25.00 post paid.

Priority mail, \$4.00; Overseas air mail, \$6.00

Order now: Harvey Botzman
PO Box 10585
Rochester, NY 14610

He was WAY too big to fit the Vision cockpit, but eleven year-old Barbara climbed off her too-large lady's 10-speed and hopped on the stoker's chair, after stuffing her flowing dress under her. We took off for what was going to be a 50-yard dash to the llama field, but she kicked in immediately and we were flying down the lane as fast as I could hang on, going airborne a few times over the ripples on the (what was once) pavement.

We turned around at the main road, and zipped back to the llama field. Now except for the bonnet, do, and garb, she was Sarah's likeness, and only a few months her junior.

As the kids handled the baby goats, emus, llamas, and other residents, they exchanged English, Western, and bareback stories. Then Sarah found out that school was done after 6th grade and greened up a bit with envy. Evan and I talked about suspension forks and about his fast Continentals mountain bike tires dynamited to high pressure. I finished with a brake adjustment on Barbara's 10 speed (which had been thriving on neglect for years), and gave Evan a wheel truing lesson after making him promise never to use his favorite elixir (WD 40) ever again on the chains of the family bikes. Have they ever used the word 'lubricant' on that stuff?

So, of course, this may have been a business trip, much as I tried to keep the ETR a vacation. Sarah came up with the idea. Her hayloft has no hay, because that's where I stuffed all the old 10 speeds I've accumulated over the decades. Our new friends grow produce and hay. Send down a wagon of hay and food, we'll fill it with old bikes. We eat, the horses get hay, and they get bikes. This ETR was our fourth, and by far the favorite. The Mosemans outdid all others, including the weather. The right number of teams, the right weather, the right routes and rides (and the right number of rides -a few) Nice accommodations, and decent activities.

And even though his load was light, the TREK man, Alan, was a big help, including having a 48 hole front wheel for our triplet when we discovered ours was 120 miles south.

Larry Black
MT Airy, MD



MIDWEST TANDEM RALLY, 1996

APPLETON, WISCONSIN

We're back from a wonderful weekend with a zoo -- MULES, CATS, MUTS, GOATS, PIGS, CRABS, TOYS, RACCOONS, LOONS, and of course, COWS, at the world's largest tandem event, the Midwest Tandem Rally, held this year in Appleton, WI.

(Although my son and I are COWS and were volunteers for registration, we were so far removed from the Steers (steering committee) that I feel comfortable not taking credit or blame for what was a super event.)

The organization was super, the routes were great, even the weather cooperated, and there was a good program at the Sunday night banquet, all of which made MTR '96 worth attending. About 591 tandems, and 40-some singles from 29 states, two provinces and even Spain were there. I'm told the Tandem@Hobbes chapter of TCA had a large dinner group that met at Victoria's restaurant, an Italian place with huge helpings of great dishes; I spotted the T@H logo on a couple bikes, too, and we saw T@H the jersey's were being worn by someone, and we also had a chance to meet some of the T@H contributors face to face.

Tom "See You At MTR '96" Thalmann was omnipresent, along with his Rear Admiral Marilyn, making sure things went well, and they were very successful in this endeavor!

We managed to take in two of the workshops, an enthusiastic presentation on an Australian tour by Eileen and George Dudley who represented tandeming well in the land down-under, and a great talk with slides, "America at 12 miles Per Hour" by Doug and Sara Laird, a trip that attempted to follow the east-bound route taken in 1938 by an amazing couple, Jim & Elisabeth Young (Elisabeth now lives in Cedar Rapids, IA) on their (the Youngs, that is) 3-speed tandem. The Lairds did their journey on a Borthwick recumbent and offered much on what you need and what you can expect on a trans-con.

The vehicles at MTR seemed to be comprise the usual cast of characters -- Santanas, C'Dales, Treks, Osells, Ibis, etc with a growing number of

recumbents from Ryan, Vision, Rans, and others. GreenGear's new bike, referred to as "Bike Sunday" in the latest Tandem Magazine, showed up as the "Family Tandem," and looked good on the road with its father/son team. Another impressive bike I spotted in the storage area was a Borthwick triplet with a tandem trail-a-bike (not sure of the real brand of trail-a-bike) which certainly looked like a very long train. Another train was that of Boris Beckert & family.... a tandem with a trail-a-bike with a trailer. Not quite as long as the triple+trail-a-bike, but impressive none-the-less.

Several builders were in attendance showing their stuff including Tom Bruni, Terry Osell, Gordon Borthwick, and Brian Rosenthal. We missed Friday's ice cream ride due to working registration, but we thoroughly enjoyed both Saturday and Sunday's medium length loops, 60+ miles on Saturday, and 50+ on Sunday, showing us the scenic, yet still fairly level areas of Eastern Wisconsin near Lake Winnebago. We thought the wind, while not bad, was somewhat more favorable on Sunday, helping to blow us back to the hotel.

The banquet's featured act -- after some memorable audience participation songs -- was comedian Tom Snyder. Tom has spent the past nine years and 80-thousand miles going to engagements on his bike (I think he is on his fifth bike now). Snyder's act was good, a judgment based on the fact that my 12 year old son and I both recall many of his jokes and photos.

Head Steer (Bull?) Jim Noll relayed the hotel's compliments to the group Sunday, telling how impressed the hotel staff were at all the courtesy and good family behavior exhibited by the crowd -- one of the reasons we're proud to be tandemists.

Bob Seaquist
La Crosse, Wisconsin



MORE ABOUT THE MIDWEST TANDEM RALLY, 1996

As Loons (members of the Twin Cities' Tandem Club), I can attest to the great time we Loons had at MTR '96. As already mentioned, the organization and event was superbe! I was especially impressed with how well the routes were laid out and marked.

I'd also like to comment on an attraction we found on Sunday's ride, which went along Lake Shore Drive. As we were coming up a small rise (hill to some of the flat-landers there), we heard what sounded like a steam locomotive whistle and a lot of black smoke. It turned out to be a steam tractor that was in operation and was being used to thrash some grain. When we stopped there were probably 50 teams there already. We wandered around the farm, looked in the two furnished log cabin houses and the brick tool shed that had been restored, and then watched while the people cut some hand-made shingles.

We also watched several old gasoline tractors (a 1938 John Deere and a homemade "Steel Mule") run. There were some other utility engines that were running and were rather impressive, especially with the lack of OSHA-mandated shields and machine guards required to be on modern equipment.

We talked to the owner and learned this was his hobby, collecting and restoring old houses and powered farm equipment. We spent 45 minutes there and got a chance to find out something about the local area from some of the residents. It was a great rest stop for a bunch of gearheads and techheads.

We were never told by the MTR staff, but we learned the County Fair was also going on in Chilton, one of the communities on Sunday's MTR routes. We looked for the fair grounds, but didn't find them, so we continued on back to the official reststop at High Cliff State Park.

On Monday we rode the breakfast route and had a chance to talk to Bob DeMilles and Nancy Gordon who had ridden to MTR from Salt Lake City. We picked up some interesting ideas from them on doing long distance touring.

We also drove up to Waupaca and rode one of the Rustic Routes (though we had to walk through some really loose sand and gravel) through the rural countryside around Chain O' Lakes. The roads were mostly lined with tall trees so it felt like we were riding in a green cathedral. This was one of the bike rides suggested in the literature that we received when we registered, and they were right.

The weather was beautiful all weekend and yes we arrived home rested and tired.


Thanks! It was great Cruising With the Cows!

Tom and Fran Ostertag
St. Paul, MN

TANDEM CLUB
OF ENGLAND
U.K.



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



\$15.00 US
No Checks
Please



DECAF CAPPUCCINO WITH A TWIST

The bike is officially titled (by my wife, with decal provided on bike by Co-Mo) a Decaf Cappuccino with a Twist. (The standard bike is a Cappuccino; the couplers give it the Twist; and we had them add a short seat tube so that a child can ride with only crank shorteners and no kidback necessary; so, we don't want our son to have all of the caffeine found in a Cappuccino, hence, Decaf Cappuccino with a twist).

The bike was fantastic! I rode with 150 other Air Force members (including the Secretary of the Air Force). I traded stoking and captaining with another Air Force captain. We are both a little over 6 feet tall. The beam raised high enough for either of us to stoke or captain (although he weighs a little more and could use a little extra height due to extra beam flex). Neither of us had ridden more than a mile with a beam prior to this bike. We've both stoked and captained a lot. I found both to be better with the beam. We hit some big rumble strips in Iowa--the

stoker hardly noticed, and as captain, I found the rear wheel stayed firmly in contact with the ground, improving handling.

We had about a dozen other stokers--everyone wanted a ride, especially folks a little bit tired. Everyone enjoyed the beam and the bike. It is very adjustable. Some people took a mile to get used to it, but with good captaining, all of these first time stokers immediately enjoyed both the beam and tandemming (one m or two?). I rode the 100 mile loop with a twelve year old girl. She had a blast--although I think I worked a bit harder than she did. We pulled a pace line of twenty singles for about 15 miles (starting at about mile 70) at about 29 mph--nice tail wind. For several days people came up to me to comment on that pull. One guy said he tried to come up front to pull but couldn't make it in the headwind and dropped back into the line.

The couplers work beautifully. It only took about 15-20 minutes to take apart and put in the trunk for the drive home. I hope to toss the bike in a Cessna, fly up to Birmingham, take it out and ride it to Tandems Ltd for its first tune-up. It doesn't have any quick connects for cables--that will be my next addition. I couldn't think of a thing I would change on the bike (except adding quick connects). Even the color (chosen by my wife) is great. Co-Motion did a great job getting the bike down in time for RAGBRAI. We were brave to have our first ride be the tour, but it worked beautifully. My compliments to Jack Goertz of Tandems Ltd. He shipped it to us set up perfectly

The bike is currently about 2 weeks old, has about 800 miles on it and will be doing another tour this weekend. Trying to get our money's worth!

If anyone wants more info on the Decaf Cappuccino with a Twist, let me know!

What a bike!

Anton Nielsen
Montgomery, AL

TANDEM

M A G A Z I N E



...IT'S ALL HERE.
...FOUR COLOR.
...FOUR TIMES
A YEAR.

1 yr. (4 issues) \$12.95 US
2 yr. (8 issues) \$24.95 US
Canada add:
\$8.00/year shipping
Other Foreign:
\$20.00/year shipping

TANDEM MAGAZINE

PETZOLD PUBLISHING

PO Box 2939

Eugene, OR 97402-0337

(503) 485-5262





THE BUFFALO CHASE

It was a lovely day for bicycling; clear, cool and lightly overcast. We arose from our tents in Custer State Park and had our normal breakfast of cold cereal, hot coffee and peanut butter on bagels to stoke up for the day's ride of about 50 hilly miles. We were on the Houston Bike Club's 1996 Super Tour with 28 cyclists and a van driver to bike for eight days in and around the Black Hills area of South Dakota. This was to be our third day of riding and, in the opinion of Gail, a fellow cyclist on the trip, it might be the prettiest. We were about to bike on the Wildlife Loop in Custer State Park. This loop is noted for its animals, pronghorned antelope, various sheep, prairie dogs and even several herds of buffalo, all in gently rolling hills covered with green grasses and clumps of trees. It should make for an interesting, memorable day and indeed it was about to. Dina, my wife of 43 years, and I were riding our newest bicycle, a recumbent tandem called a Double Vision and so far it was a delight. We purchased it only about two months ago and already it was our favorite bicycle. Recumbent bicycles, for the uninitiated, are like lawn chairs on two bicycle wheels where the cyclist sits in a comfortable chair-like seat with legs extended, mostly horizontally, to the pedals ahead. On this tandem model I sat forward while Dina sat just behind me, each with our own pedals as on any tandem bike. Unlike an ordinary bicycle where the rider's focus tends to be on the road and the front tire the view of the world from a recumbent is excellent. The comfort is also outstanding with no sore butt, aching back or hands and all for the price of somewhat slower speed on uphills and being viewed as weird by all viewers.

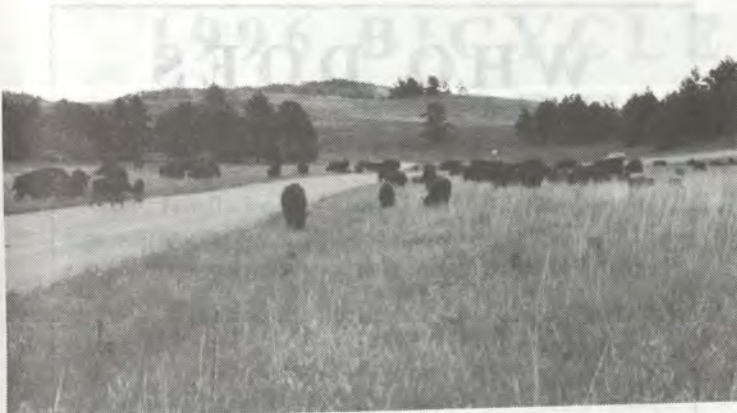
So the day started; we pedaled to just outside the campground and turned at the first right, across the cattle guard where the Wildlife Loop began. Sitting there at chair height and watching the countryside flow past it did seem that Gail might be right, this could prove to be the prettiest day of the trip. This was especially so since the temperature was about perfect for cycling. Also the atmosphere was clear but overcast so excessive sun exposure wasn't a concern while in this light the greens of the grasses and trees were rich and lush.



Gene & Dina Stucker with their DoubleVision tandem

The ride was punctuated by one or the other of us calling out, "There's an antelope." or "Do you see that sheep?" or "Let's stop to see the prairie dogs better." We came over a slight rise after four or five miles on the loop to find two or three cars stopped beside the road and a park ranger standing beside his truck. As we got closer we saw the cause of the gathering, a herd of perhaps 50-75 buffalo wandering over the road ahead. We stopped beside the ranger and got off our bike to join in the view.

Another cyclist in our group, Ken, arrived on his conventional bike just moments later and joined us there beside the ranger and his pickup truck. Of course it is out of the ordinary for us to see a herd of buffalo, especially right before us, but after a short period of watching them it becomes less that exciting. Actually, watching buffalo graze is downright dull unless perhaps you are a student of grazing animals and can find interest in some nuance that is not apparent to the casual observer. At any rate, with our limited knowledge of grazing we shortly found that we had watched for what seemed to us an adequate period and asked the ranger if we could simply bike through the herd to continue our trip. "Several cyclists have already gone through. This herd is cows with their calves", he said, "so be sure you don't get between a cow and her calf." When our fellow group cyclist Ken heard that he



Buffalo

jumped on his bike and was off. As he left I said to Dina, "Get on, let's follow him through the herd."

It seemed pretty simple to avoid getting between a cow and her calf since each calf stayed quite close to his mama and the herd was spread over many acres with very few animals actually on the road. Ken sped along ahead with us perhaps 50 feet behind and all went well through probably a third of the herd when, with a snort, a big bull buffalo came from beside the road in front of Ken and headed directly at Ken. Ken heard the snort, glanced up at the bull headed his way and turned his bike around to head back. At that moment we passed both Ken and the bull right behind him with both headed the other way. We decided to continue down the road, taking advantage of the bull's interest in Ken and also avoiding an attempt to make a U-turn in the bull's vicinity. Perhaps at this point I should interrupt my narrative to mention another disadvantage of a new recumbent tandem. The bicycle design limitations of the cyclist having legs extended horizontally forward, especially on a bike built for two sets of legs oriented forward, does lead to a rather long wheelbase and this long wheelbase does require a fair amount of road to turn completely around. Now this turning distance can be decreased with practice but we were riding, as I have mentioned, a bike that we had owned about two months and a good part of that time we had been out of town and/or sick so we really did not have many miles of experience. The net result of these design and practice limitations resulted in a reluctance to attempt a U- turn in the path of a charging buffalo. Coupled with the bull's apparent interest in Ken the decision to continue on the present course seem appropriate.

What I failed to factor into my decision was that the bull buffalo suddenly found us more attractive than Ken and he made the U- turn and started to follow us. He seemed to have few design or practice limitations and made his quick, accurate turn. Really "follow us" is not the right term to use here. "Charge us" is better. He charged down the road after us, snorting loudly and frequently as he clopped loudly on the asphalt. Whether it was the red bicycle, our orange Polartech jackets, the fact that he had never seen a tandem recumbent before and we presented a new challenge or some combination of these factors or even something else that hasn't occurred to our non-buffalo minds, he had made a decision and we became his target. We pedaled, hard, and without even the need to communicate about the decision. Recumbents are fast bikes. Buffalo are also fast, faster than horses we found out later from another ranger, and the ominous clopping and snorting that seemed to go on for quite a long time actually probably didn't last long before the entire rear end of the bike rose off the ground several inches and then dropped back. We regained traction without falling or looking back and, increasingly motivated, continued to speed up through the remainder of the herd quite oblivious as to whether or not we got between a cow and her calf. It was several minutes before we became conscious that we were well clear of the herd and the snorts and clops were not right behind us any more. Still we pedaled on at top speed. About two or three miles down the road a van caught us. In the van were a family of four generations from California and our fellow cyclist, Ken. We stopped, albeit somewhat reluctantly even then, and the passengers in the van offered us our possessions that they had retrieved from where the bull buffalo had left them back in the herd at the roadside. Now we began to understand just what had happened.

On the back of each recumbent seat we had installed optional bags for carrying gear. The buffalo bull had actually caught up with our bicycle, hooked his horn into and through two layers of the tough nylon bag on the back side of Dina's seat and in lifting his head and pulling the bag from the seat had lifted the back of the bike. Looking at the bag it was apparent what Dina's back might have looked like if the gear bag had not been there. At that point it was a much scarier experience than it had been with the snorts and the clops actually resounding in our ears.



Another attribute of the bag was that it apparently satisfied the bull that he had made his point so he stopped the chase.

We reinstalled the bag on the back of Dina's bike seat, chatted with and thanked the people who were so helpful, chided them a little for not taking a video of the whole experience since they had their video camera on the seat of the van and finally they left and we continued our ride. The rest of the Wilderness Loop was equal to the first portion in beauty if not in excitement. The final couple of miles are a hard climb but still lovely and it is, in total, a bike ride not to be missed. Park rangers probably should be quizzed in greater detail about proceeding in cases of concern and perhaps bicycling beside a ranger's pickup or putting a bike in the back of the truck and getting driven through a buffalo herd, as was done for most of our tour group that followed, is a better approach than riding with buffalo.

That evening, back at camp, we had to reprise the whole adventure for the entire group. When I went to get the bike so everyone could see the holes in the seatback bag, I found a buffalo horn in the holes. Now, when I tell the story I am tempted to show people the horn and say that Dina became so irritated with the buffalo that she turned and pulled it right out of his head. Probably the facts don't need that embellishment.

N. E. (Gene) Stucker
Crosby, TX

WHO DOES WHAT

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

MEMBERSHIP: Collects dues, processes memberships.

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

GRAPHICS DESIGNER: Artwork & graphics for DoubleTalk.

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

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

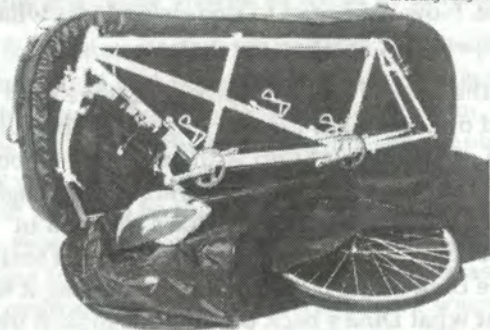
SECRETARY: Contact point between TCA and the outside world.

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

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

"Simply the best"

Larry Theoland, Assistant Director
Breaking Away Bicycle Tours



**to order or for a free catalog, call
Bike Pro USA 1-800-338-7581**
Travel Cases for 1 bike, 2 bikes, BMX, & TANDEMS

Special for TCA Members - Buy any Tandem Case from Bike Pro or from any participating Bike Pro Dealer and save \$95-\$140 or more! Call Bike Pro or your dealer for details. (Shipping not included)

Std Tandem Case \$599, TCA members - \$505.
Oversize Case \$649, TCA members - \$525
TCA members, add \$30 for side stiffeners.

Offer good through December 31, 1996. Mention this ad when ordering. Know your TCA membership number (upper left corner of your label).



1996 BICYCLE RIDE ACROSS GEORGIA ("BRAG")

My family has had tandems for several years and has enjoyed the ability to ride together that owning a tandem affords. Over the last year, my daughter Molly (now age 9 1/2) and I have ridden on numerous rides with our local bicycle club, the Central Florida Freewheelers. We have had the opportunity to ride on several bike weekends, such as the Tour of Sebring and the Mt. Dora Bicycle Festival. However, we had not had a chance to ride on a multi-day tour and, when some members of the Freewheelers described the annual BRAG ride, we decided to give it a try.

From the initial information we received from BRAG, through periodic updates and planning information, we were very impressed with the professionalism and organization of BRAG. This year's ride, its 17th, lasted 7 days and started on Sunday, June 9, at Oglethorpe University in Atlanta and travelled approximately 420 miles to Savannah via Madison, Milledgeville, Swainsboro, Statesboro and Ft. Stewart, roughly approximating Sherman's March to the Sea. The 2700+ riders averaged approximately sixty miles per day over scenic rural roads. While most riders camped at colleges (and one high school) along the route, this was our first ride, and since I was travelling with a 9 1/2 year old, we opted to stay at motels in each town.

On the Saturday before the start of the ride, the weather forecast boded ill for us as it was predicted a stationary front would result in at least three days heavy rain. Indeed, it rained heavily all Saturday night and torrential rains were in progress by Sunday morning as my brother, who lives in Atlanta, drove Molly and me to Oglethorpe University to start. I was beginning to wonder what I had gotten us into. Amazingly, however, the rain subsided as the ride was starting and there was only a very light drizzle for a portion of the first day followed by several days of overcast (and therefore, cooler) weather. The last 3-4 days of the ride were clear and hot, with several very heavy afternoon thunderstorms which occurred after everyone had gotten into the camps or the hotels.



Terry & Molly Delahunty amid stacks of luggage

We were very pleasantly surprised to see that, in addition to a potpourri of bicycles of every shape and size, there were numerous tandem teams in attendance, including a surprising number of teams with child stokers. The assortment of bicycles and range of ages of the riders was truly surprising. Everything from recumbents to the most basic neighborhood bicycles and from toddlers in trailers to senior citizens were represented. One family was on a triple with two conversion kits for child stokers, and another was a triple with a Burly trailer on the rear. As we were ascending some of the very steep inclines in the early part of the ride (I am not just saying that because we are from Florida) I took comfort in the fact that however slowly we were going up the hill, the triples must have been having even more fun!

The opportunity to spend hours with my daughter looking at the scenery, visiting with the other riders, and stopping at country gas stations was wonderful. We talked about everything and



nothing, from serious topics to the most trivial. It was fun every evening to lay out all of our equipment and to examine our maps and plan our next day's outing.

Coincidentally, my friend Charles, another member of the Freewheelers was also riding this year with his 4th grade daughter, Heather. The four of us would ride together, talk, and stop at points of interest including, early on in the ride, the famous Varsity Restaurant, in downtown Atlanta.

In the hills of the first part of the ride, the granny gear got a good workout. We struggled mightily, but were able to get up each hill without stopping. As the ride flattened out towards the end, it was smooth sailing for the tandems as the miles were eaten up. Several times we had pacelines of 3-4 tandems and, although the ride is by no means a race, it was fun to cover ground quickly on occasion.

At the end of each day's trip, we checked into the motel and relaxed in the pool. At the Ft. Stewart stop, we ran into a group of friends who had made the trip a number of times before, and who were sponsored by a local beer distributor. Needless to say, we enjoyed a few libations out by the pool while

we relaxed! There were numerous groups of families and friends who were travelling together and who had done the ride numerous times in the past. They made the ride part of each year's vacation and look forward to meeting their BRAG friends year after year.

We are already looking forward to next year's BRAG ride, which I understand will travel the western boundary of the state, from north to south. My second daughter will be 7 1/2 at the time, and we are trying to decide how we will handle this. We will figure out a way. While it is clear that single riders enjoyed BRAG as much as we did, the ability to do the ride on our tandem, with my daughter, was special. It is hard to imagine another activity that you and your family can share that would give you the opportunity to spend the time together that we did, and to share a common goal and purpose. We recommend this ride to anyone who is interested (ed. note: BRAG can be contacted at BRAG, P. O. Box 871111, Stone Mountain, GA 30087-0028, E-Mail BRAGHQ@aol.com).

Terry Delahunty
Orlando, FL



HANDS & FEET ABOVE THE REST

BUT IT WON'T COST YOU AN ARM AND A LEG



THE IBIS FORTE

Here at Ibis we sweat the details. Some of them are visible reminders of our attention to detail, like our legendary "Hand Job" cable stop and the new "Toe Jam" pump peg. Or notice our flawless welding or spectacular paint. Other details you can't see, like our custom drawn butted tubesets, precise fit-up and meticulous preparation. All bikes get Ibis hand built stems in a variety of sizes to fit you perfectly. Precise geometry mated with the finest componentry define the "Sweet Ibis Ride." Tandem Magazine said of our Cousin It: "This is the best handling tandem I have ever ridden. Ever."



POB 275 ~ SEBASTOPOL CA 95473 ~ TEL 707-829-5615 ~ FAX 707-829-5687 ~ CHUCKIBIS@AOL.COM



USCF MASTERS NATIONAL CHAMPIONSHIP TANDEM ROAD RACE

Geyserville, CA - Friday June 21, 1996

Why: Because it was there?? In truth, I rode because I was already there for the 45-49 road race and Criterium, because I love tandeming, and because it was my best shot at a national championship medal in my 24 seasons of racing. Terry Brown was there because he is old enough, strong enough, and crazy enough to stoke for me. He rode only the tandem race.

Course Description

The course was a fourteen mile loop with two "significant" (they could hurt) climbs that weren't severe enough to split most of the singles races. The race literature claimed a total of 550 feet of climbing per lap. The finish was straight and ever-so- slightly downhill. The tandems raced three laps for a total of 42 miles and "only" 1650 feet of climbing.

Categories

The race categories were determined by combined team age and gender of riders; all riders had to be "Masters," which in the USCF means 30 or older. Categories this year were Men 70+, Mixed 70+, Women 70+, Men 90+, and Mixed 90+. Terry and I rode mens 90+, with a combined age of 92.

Our Bike

We rode the nothing-special Trek T200 that Jenni and I have enjoyed for the past three seasons. I kept 700x28c tires front (IRC "RoadWinner Duro II") and rear (Avocet K20), 36 spokes front, 40 spokes rear, and no titanium anything. For gearing, I kept the 28-40-54 chainrings that Jenni and I have settled on, and changed the cassette to a 12-22 8-speed. I didn't expect to have to use the 28T chainring (if we did, we certainly wouldn't stay in contention). We didn't use computers, altimeters, heart rate monitors, or even pacemakers.

The Competition

We counted nine 90+ teams and about a dozen 70+ teams on the sign-in sheets. Rumor had it that they would start all categories together, but they lined us up by gender, with all mens teams in the front, followed by all the mixed teams (there had to be more than 30 of them), followed by the women. The groups would start 30 seconds apart. There was no reliable way to tell which of the mens teams were 70+ and which were 90+, so we tried to memorize some of the numbers of our fellow old farts. We did recognize Pete Penseyres/Robb Templin of RAAM fame on their Burley. Their go-fast equipment was limited to an aero front wheel. There was a team-- that proved to be 70+--on a Titanium Co-Motion, but most of the bikes were much less exotic, and about the mix you'd see at a tandem rally.

On the Line

We sat on the starting line for quite some time while the officials singled out teams with stoker bars that faced forward and up and made them turn the bars around or down. Most of the non-compliant bars were MTB bars or "cow horns" that threatened the safety of no one. But rules (as interpreted by Those In Charge) is rules.

Meanwhile, I worried. For one thing, I knew that many teams had fitted 11 tooth cassette cogs, and I was concerned that we would be undergeared with our 54-12--especially since most earlier races had finished with a tailwind. I was also worried about being dropped on the first of the two significant climbs, which began around the first corner--about 200 meters from the start line.

(Finally) The Race

After a seeming eternity, but without a whole lot of warning, they finally blew the whistle. And the pattern for the race was set when everyone blasted for the first corner. Most road races start at a reasonable pace because everyone knows that there's a long way to go. But 42 miles is relatively short, and



everyone wanted to be near the front at the start of the climb.

Terry and I were the second team to the top of the hill and we tucked in for the descent, not wanting to go too hard too early. I usually race conservatively, just covering the dangerous-looking attacks for the first half to 2/3 of a race. Trouble was, there were a bunch of attacks and—because I couldn't tell if it was a 70+ team or a strong 90+ team—we had to cover most of them.

Apparently the mens field had strung out over the first climb and there were some very strong mixed teams, because at least five of them bridged up to our group. The officials made no attempt to separate us, and the combined 70+, 90+, and Mixed (70+?) field proceeded to trade attacks for the next two laps.

The second significant climb was a two-step affair not quite midway through each lap. It was long and steep enough at the end to have Terry and me in our 40-22, the lowest gear in our middle ring. One team or another would always push the pace on every climb, and it's likely that the pack shed a bike or two each time up—but I was too busy concentrating on the wheel ahead to be sure. Fortunately, Terry is quite a good climber and I'm at least average, so we always managed to stay near the front of the pack over the crest—though it was by no means a sure thing at the time.

About a quarter of the way through the last lap, a mixed team eased off the front. The mens teams were starting to save their energies for the last hill and were not about to chase; none of the remaining mixed teams was either able or willing. A bit later, on the beginnings of the last climb (I think) a 70+ mens team attacked, also with no resistance. We (along with everyone else, perhaps) were watching Penseyres/Templin, who had set a blistering pace on a couple of the earlier climbs. Terry and I were able to match them, then, when they launched hard on the first step of the last hill—but I was more than a little dismayed when I realized that it was just the first of two steps. It took everything we had to stay close and regain contact over the top. Only two other teams—a 70+ mens and a mixed—were able to do so. When we realized that we had managed to shed the pack, the three mens teams set to working hard to stay away.

To make a long story (hopefully) shorter, the four teams that crested the last hill together did manage to stay away from the chasing pack. Now, I had never been beaten by Templin in a sprint before (he also lives in Oregon, and we've raced together quite often in the last few years), so I thought our chances for the Gold were looking pretty good. But, by pre-arrangement, Terry and I started the sprint from a long way out, counting on a good jump and a tailwind to carry us to the win. Neither the jump nor the wind materialized (in fact it was a slight headwind), and we eventually trailed all three other teams across the line. Sigh. We were that close to the Gold.

But not too bad, eh? We were the fourth men's team and second in 90+. I'll take a Silver in Nationals any year, thank you—even if it is "only" old guys on tandems.

Conclusions

Tandem racing is fast, tough, intense, and a heck of a lot of fun. Afterwards, Pete Penseyres reported that our average speed was 26 mph. As in all other types of bicycle racing, equipment can't compensate for ability, fitness, determination, and luck (or the lack thereof). The team on the Ti bike finished behind us. We were in no way undergeared with a 54-12; perhaps we would have been if the hills had been steeper or the sprint was in a large pack aided by a strong tailwind—but maybe not. That (~121") is a huge gear if you can spin at all.

*The fastest mixed teams are very fast indeed. Every bit as fast as most all-mens teams, in fact.

Fastest speed: dunno (no cyclometer)

Elevation gain: dunno (no altimeter)

Fun: off the scale

Sorry if I've omitted names for most other teams. The results don't seem to be posted anywhere, and I'm lousy with names. Larry Shannon (an ex national champ from the Seattle area) was stoker on the 70+ team that beat us in the sprint.]

Dave and Jenni Hayes
Oregon





WORLD TRAVELS

ed note: Our apologies to all, this section of Charles & Lisa Chancellor's journey is being run out of sequence.

It was just after daylight when we landed in Bangkok. Thanks to the overnight flight we were bleary eyed and still yawning. Once inside the airline terminal we were struck by the cleanliness and orderliness. The cleaning staff were scurrying around with brooms, mops and dust rags just waiting for someone to dirty their spic and span airport.

In the airport we saw the first of many elaborate advertisements for the SEA games, which were going to be held in Thailand this year. The SEA games are a kind of regional Olympics, involving several southeast Asian Countries. These pageant filled games, were to start in a few days and would be broadcast on most every television we saw. They provided good topic for conversation with the Thais, especially since they were raking in the medals.

Upon leaving the air conditioned airport we were smacked with stifling heat and the pleasant salt ocean smell that Lisa and I associate with Florida. This relatively short plane ride had dropped us worlds away, both culturally and climatically from Kathmandu, Nepal.

After settling into a guest house we sat out for long awaited Asian cuisine. This is our favorite type of food and our taste buds in particular had been looking forward to this leg of the trip. We were not disappointed and discovered, inexpensive food stalls, serving excellent food throughout Thailand, Malaysia and Singapore. Food stalls were set up along sidewalks and side streets and served a wide variety of food. Most places cooked the food in front of you when you ordered it, and rarely were there menus. Each stall would usually only make one or two dishes so until we learned the names of particular dishes we would wander from stall to stall checking our options. When we would spy something that looked especially tasty or get too hungry to be as picky, we would point to the dish and nod to the cook. Five minutes later we were eating something we couldn't pronounce, but we certainly enjoyed it anyway.

In Bangkok the vendors had little packets of sauces ranging from very hot to third degree burn. They automatically gave these to the local customers but asked with a smile if we wanted them. The vendors mixed these sauces up in large bowls and then spooned them into the little clear plastic packets. One lady wanted me to taste the sauces to see if I wanted some with my meal so she stuck two large bowls toward me. I was looking on the table for a spoon or toothpick when a passerby saw my predicament. He demonstrated by sticking finger in each bowl and licking them clean and he motioned for me to do the same as he walked away. The lady enthusiastically smiled and motioned and pushed the bowls closer to me. Checking over my shoulder to ensure the health inspectors weren't looking, I followed suit.

We fortunately happened to be in Bangkok for the King's birthday. It is a multi day festival with celebrations throughout the city. The evenings festivities included traditional dancing from each province, a solid 20 minute fireworks display, followed by a dragon dance. It took 50 people to hold up the 100' dragon, with the last two guys carrying car batteries to run the lights which covered the wire and cloth beast. It was a fun family oriented occasion with everyone laughing and enjoying the events. The air was also thick with incense which was being burned at the base of a statue of a past king.

An official looking fellow identified by his vest, befriended us and directed us toward a circus tent. We were straining to see what was in the tent when he blurted out 'food'. That was the key word and we quickly and cheerfully followed. It seems to be a tradition to serve a free meal each night of the celebration. We were the only two westerners in the tent and the brigade of cooks and servers were quick to welcome us and fill our plates. On the bed of rice they spooned a green bean mixture that included what looked like large, plate melting peppers. Lisa and I were only concerned about the size, number and flammability of the peppers, since we are not "eat only what I can recognize" people. If we were, rice and beans would be about our only meals!



We took our seats and began the careful task of sliding the peppers away to a safe distance, when we noticed people watching us and smiling. Some of them had also slid their peppers to the side. We were used to being watched and even stared at, but these smiles were sly, anticipating smiles. After the first bite my temperature instantly sky rocketed. Sweat burst out from all pores, I felt like I was in a sauna. The devious smiles now turned to polite chuckles as our eyes watered and our ears turned red. We had brought water with us but it quickly evaporated as we drank it. There were cups of water available but the guest house owner had told us not to drink anything but bottled or boiled water because recent flooding had contaminated the water supply. A kind family near us sent their daughter to fetch each of us a cup of water. We smiled and said thank you as we touched the cup to our lips, careful not to sip. The temptation to gulp was great, but I had to only remember back to an unpleasant night in Nepal to keep my lips sealed. Where were all the street vendors selling water when you need them? After our spectators were satisfied we were going to survive they gave us little notice, and I was able to slip out the back and track down a bottled water vendor. When I returned the thoughtful family had left so there was no embarrassment in drinking the bottled water.

Bangkok is home to several popular Buddhist WATS (temples), one of which houses a 120 foot long reclining Buddha. Inside the Royal Palace ground is the much visited WAT which houses the 18 inch high Emerald Buddha, which is carved from a single piece of jade. He is also dressed according to the season. Since it was during their 90 winter he was wearing his golden shawl.

There were signs requiring us to take off our shoes before entering the Wats and also asking us not to point the soles of our feet toward the Buddha.

The fish markets were expansive and pungent. There were tubs of live eels, frogs and various fish splashing around. Some catfish were just laying on the floor. The vendor would periodically pour water on the fish and they would respond by squirming and looking lively.

Our guest house was near the river and it was convenient to hop on the river transport boats, since many of the sights were located near the river. The boats ran on a schedule with specific stops every half

mile or so. The boats are long and narrow with a platform on the back where passengers enter and exit the boat. Getting the back of the boat next to the floating dock is apparently a difficult thing to do for many drivers. On several occasions the driver would circle the boat back around and have another go at it. We saw one instance where the boat missed the dock twice and he headed on up the river, leaving the potential passengers behind. A driver is aided in the docking stage, by a guy on the rear platform with a whistle. Once the boat nears the dock the guy with the whistle hops off with a rope to place over a tie down. At this point you only have a few seconds to leap, making sure you clear the moving gap between the boat and dock. We never saw anyone fall in but several stumbled and took a few unsteady steps. The river ride is very scenic, even though recent floods drastically changed the face of the riverbank. There was a fresh layer of mud and debris in the closest buildings and many porches and piers had been rearranged or removed.

If you want a private tour you can hire a river taxi. These are what they call long tail boats. The shaft from the engine to the propeller is about 12 feet long, so it sticks out very noticeably behind the boat. These boats are used in rivers and in the ocean. Back on land you can also take motorcycle taxis, both the two and three wheel variety. The two wheel kind are quicker, weaving in and out of traffic and going between lines of cars at red lights to get to the front of the pack.

Bangkok is noted as having the worst traffic problem of any Asian city. A recently elected official ran on a platform promise to clear up the traffic jams and associated problems within six months. To try and avoid the traffic we left the city at daylight, but it wasn't early enough. The roads were jammed but the drivers courteous, we never felt threatened nor were we edged off the road. At one point our map disagreed with the road signs so we asked a couple of motorcycle policemen for directions. They and a few others had a lively discussion over our map and finally one policeman motioned for us to follow him. Off we went with a police escort! In ten minutes we were back at the police booth where we had met him. His friends were all laughing and teasing him and another guy mounted his motorcycle and motioned for us to follow him. He took us to an intersection and headed us out of town. Twenty



miles later we were out of heavy traffic. I can see why the elected official ran on a traffic jam platform

We visited the area of Kanchanaburi, which is northwest of Bangkok, this is the main town for those visiting the death railway. While the Japanese occupied Thailand during WWII they embarked on a job of building a railway connecting Thailand with Burma. It went through a long stretch of jungle and solid rock hills. For the most part the workers only had picks and shovels to dig through the rock. Prisoners of war as well as Thais, Burmese and Malaysians were pressed into service to build the railway. According to the museum, the conditions were horrible and the prison guards even worse. Over 100,000 local southeast Asians and 16,000 POWs died in the effort. Cholera, malaria, dysentery and exhaustion were the major killers. This railroad crossed the river Kwai, and the events surrounding the building of the bridge was the basis for the book and movie "Bridge over the River Kwai."

This railroad is very interesting and it is easy to see why it was such a difficult job even if the guys had been well fed, hired employees. The ride was very moving especially in conjunction with visiting the museum which displayed the photographs, sketches and writings that had been smuggled out of the POW camps. Most of the POWs were from England, Holland, New Zealand, Australia and a small percentage were from the US. This area now almost has a carnival atmosphere with an abundance of souvenir shops and stands. At night the river is lit up as floating disco's cruise along the water belting out hits from the 1970's.

As we moved into more rural areas of Thailand we noticed areas of date palms and rubber trees. The rubber plantations were easily recognized because of the strong smell. A cut is made in the tree and a clay pot hung at the bottom of the cut to catch the milky looking substance. The liquid is then placed in pans to dry and set. Next the rubber is run through a rubber press, the ones we observed were hand operated. The end product was hung on a rack, fence line, etc to dry and from a distance looked like lightly stained diapers. The farmers were getting \$0.65 a pound for the rubber.

In Thailand we were fondly reminded of home as we watched all the pick-up trucks go by. We have dodged lots of various types of trucks but have seen few pick-up trucks. The pick-ups are small, mostly



Japanese brands, but unlike ours, they have four doors and the bed is rather short. In general the traffic was thoughtful toward us and usually someone in the vehicle would smile, wave or give us the thumbs up.

Thailand has many beautiful national parks and we visited as many as possible. One we visited was an island called Ko Taruato. It is a former penal colony but presently only a few fishermen and park service employees live there. One side of the island has long wide beaches with blinding white sand, similar to our gulf coast. The water was warm, clear and shallow for a long way out. The other side of the island was rough and rocky.

To get to the island we had a two hour ferry ride. It was a passenger ferry only and there are no privately owned motorized vehicles allowed on the island.

The lady in the ticket booth assured us it would be no problem to take bicycle son the ferry. The manager came out and pointed to a large boat tied tot he dock and said "it is plenty big, no problem for bikes." The dock was small with room for only the boat he had pointed out. Another boat was tied to




**The Easy-Loading
Roof-Top Carrier**
TandeMover, Inc.
1-800-484-9781(1212) (USA)
8441 SE 68th St. #301, Mercer Island, WA 98040



the side of the large boat and another one to it and so on, until there were 10 or so boats in the line. There were several small docks crowded in this area with a similar arrangement of boats. We excitedly bought our tickets and went in search of a food stall. After lunch we were visiting the Ko Tasruato mainland information office, also near a dock, not the one with the large boat. When I inquired about this he said "Change in program, different boat, No problem." We rolled to the end of the dock and the nearby boat looked easy enough to load into. The man then pointed on down the line to the fourth boat! The three boats we would have to climb over were 12- 15 feet wide. To add to the adventure, each boat was a different height and had a railing. The first boat was five feet lower than the dock, the second was higher than the dock, with the third being somewhere between. Our boat was completely hidden from view, except for the very top so we weren't sure what the last maneuver would be. There was only a three foot gap between the dock and first boat, due to the way it was tied. I wanted to evaluate the situation for a brief moment and at least take the gear off the bike to make it more manageable. There was not time for this as a man quickly directed six men to hoist the tandem and get going. They were surprised at how heavy the loaded bicycle was. I could tell by the moans and facial contortions. Once we got started there was no stopping until the end. It was too heavy to just hold and rest, and there really wasn't anywhere to set it down. We carried it down, up, across, around, up and down again. We were all glad to finish this task. Our ferry was much smaller than the original one and had virtually no room for storage. The captain directed us to put the bike across the front deck. It reached completely across, from railing to railing, effectively blocking off the front of the boat. Since the seats were in the middle to back section of the vessel I hoped the bike would hinder few people. We were the only people on the boat and I was looking forward to watching the other passengers clamber into the ferry, but no one followed us.

The crew then untied the boat and we cruised up to another dock about 60 feet away. I now realized why we loaded the bike at the first dock. Although this was the official dock for the ferry, the boat could only get within eight boats of the pier. I was thinking this will be even more interesting, when I realized the passengers would be loading on the ferry in front

of our bike! Well it was entertaining as the passengers stumbled and fumbled their way over the other boats and then had to hurdle the tandem while carrying suitcases, five gallon water jugs, guitars and other beach/island necessities. The crew and I tried to help people over the front railing on the boat and then over the loaded tandem. The Thais getting on the ferry were jovial and festive, several commenting positively on our bike. They didn't give a second thought to the bike being completely in the way, nor to the long obstacle course they had just completed. This was just everyday life here, no big deal, like the man had been saying "no problem." This attitude was in sharp contrast to a handful of westerners who were passengers. I had been watching the group come across the boats and they made it look difficult. A lady in the group began telling me how much in the way our bike was and couldn't I put it elsewhere. A man joined in the gripe session as I was helping them and their gear onto the ferry. The bicycle survived the stampede of having 70+ people walk or roll over it.

Our first night on the island was peaceful and quiet, since we were one of four tents along the beach. Most people stayed in the bamboo buildings called long houses which were set more inland. The electricity on the island comes from a diesel generator that cuts off at 10 pm. At the camping area it was as bright at 10:05 because of the full moon.

The next day we explored the island and cycled on a dirt road that runs the length of the island. When we got back from our ride the crowds had arrived and the tenting area filled up with Thai college students on a long weekend. The designated camping sites were spacious and each had its own picnic table so it wasn't a sardine can situation. That evening there were several campfires on the beach, each one surrounded by a group of laughing and singing students. Lisa and I stayed outside late enjoying the night sky and Thai music. We were invited to join in but we couldn't get the words straight. The best we could manage was to hum along. It was near Christmas and we were asked to sing jungle bells. They had heard the song but didn't know it, and neither did our accompanying guitarist. No matter, a good time was had by all.

Christmas in Thailand was quite different than our usual celebration. We were in the small beach town of Krabi and it was 100 degrees. The usual



Christmas songs telling of snow and cold weather didn't seem very appropriate. In addition, Thailand is 90% Buddhist, so Christmas generally isn't a major religious holiday. We saw no decorations, no parades or football games, no Santa with children on their laps fibbing about how well they've behaved all year, and no advertisements for the perfect gift for someone special on my Christmas list. For us it was an opportunity to focus on what Christmas means to us. We were quite content without the commercialism, but we did miss Christmas church services, family and friends. Lisa and I exchanged presents but we stipulated that all gifts must be edible, for we didn't want to add any weight to our bike!

In the larger towns or tourist areas we usually stayed in guest houses, which were mostly private rooms with communal bathrooms. Many were like the Bangkok Airport, squeaky clean. In the rural areas we generally camped at schools and Buddhist monasteries. They all had a covered area in which we could put our tent under to escape the frequent evening showers. Each night was a good experience in one way or another. At a couple of schools I

played basketball with a group of kids and once Lisa got in on some traditional Thai dance lessons. After school there were always kids around playing and adults using the soccer fields or volley ball nets. The schools were very welcoming and a focal point of the community.

Our last night in Thailand we stayed at a school only 15 miles from the Malaysian border in a predominately Muslim area. The teacher living on the grounds invited us to a celebration which was being held in the cafeteria. We were ushered in and had plates of food set before us. The other 50 or so people had already eaten and were sitting around talking. Everyone was interested in our bikes and one guy wanted to ride on of our companion's bike. The first few feet were touch and go as he got accustomed to steering a 145 pound bike. His friends cheered wildly as he circled the school yard. We went back inside to the important agenda of food! It was wonderful. There were several entrees, my favorite being a spicy pineapple dish, and of course everything was served on a bed of perfectly cooked rice. Our hosts were pleased we had healthy

RANS Test Ride a RANS Screamer and you'll see why we say...



For a free color brochure and your nearest RANS dealer call or write

RANS Inc.
4600 Highway 183 alt.
Hays, KS 67601
Ph. 913-625-6346
Fax 913-625-2795



appetites and I was pleased that my mouth had become accustomed to hot food.

It took us awhile to figure out the cause of the celebration. It was obvious an elderly man was the focal point through intense sign language and a first grade level Thai-English dictionary we learned that the man had recently retired and after years of saving money he was going on a pilgrimage to Mecca. His journey would last three months and this was his send off party. Later that evening, one of the teachers brought his wife and two young children by

to visit with us. They had never met any Americans, and the little girl and wife were very interested in Lisa's blond hair. It was a very befitting evening to wrap up our wonderful experience bicycling in Thailand.

Charles & Lisa Chancellor
Cullowhee, NC

TALKING BACK

About ten years ago, Cornel went into a motorcycle-accessories shop to buy a big, strong security cable, and saw a pair of intercommunications headsets there, designed to be used inside the helmets of two motorcycle-riders who wished to speak with one another while on one machine. It occurred to him that they would serve the same purpose on our tandem bicycle, so, on impulse, he bought them. They were easily modified

by Mariana to fit inside our bike helmets, and they gave us the ability to speak in a normal tone of voice and be heard over the din of traffic as easily as over wind noise. The only problem was that one had to be plugged into the other in order for them to work; and on many occasions, due to either thoughtlessness or haste, we dismounted the bike without first unplugging. This led (after a few years) to the demise of that pair of headsets. Looking for another set, we discovered that there are many suppliers of FM radio intercom headsets. These have the advantage over the motorcycle-types of being usable off the bike (at quite some distance, if the antennae are up), and the (possible) disadvantage of not allowing both parties to speak at once and be heard. Our new radio-intercoms died after a few years of usage, droppage, and breakage, so we replaced them with the best and least expensive of the lot so far, purchased at Radio Shack for about \$60 the pair. These have worked well for us for several years now, but the new models are smaller, lighter, better, and only slightly more expensive. This makes it all the more curious that, in the ten years we've been using them, we've seen only two other users of intercoms on bicycles and they were a father-son pair on single bikes!

Cornel Ormsby & Mariana Pilario
West Sacramento Ca

Tandems in 14K Gold!

Pendant
\$123.



Tie Tac/Lapel Pin
\$137.



Tandem Riders Know The Thrill Of Teamwork...Now Share The Gold.
We offer an expanded collection of fine 14Kt gold bicycle jewelry that can be customized with Birthstones or Diamonds.

Tie Bar
\$215.



Heart Pendant
\$280.



Color brochure available.

Call 1-800-831-7459 To Order
in USA & Canada.






Zimmerman Ltd., 206 West Main Street, Troy, OH 45373



TANDEM CALENDAR 1996

November 1-3, 1996 **Dallas DoubleDates Back to College Weekend.** Start at La Quinto Inn, College Station, Texas (409) 606-7777. Contact Leon & Lisa to join in on the catered lunch. Maps will be provided for the multiple distance rides. Interested? Contact Leon & Lisa Holloway (409) 690-0861

November 2, 1996 **Team Northwest Tandemonium Pumpkin Patch Pedal IV.** Portland, OR 10:30 am 35 & 45 mile loops. Meet at Champoeg Park, upper parking lot near entrance. Come enjoy this Halloween classic ride with the pumpkin pie finish. David & Kim Rittenhouse (503) 635-2993

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

November 10, 1996 **Dallas DoubleDates Weston/Celin Ride.** 8:30 am, 30 to 50 miles. Meet at Sicily's Pizza, in McKinney. Exit Hwy 75 at University (Hwy 380) and go east. Need more information, call Carroll & Bobbie Mayhew (214) 596-5251.

November 10, 1996. **Dallas DoubleDates Plano Cycling & Fitness Casual Ride.** 2 pm, about 20 shorter, slower miles. Meet at Plano Cycling & Fitness, 18th & Central in Plano, TX. Rick & Tammy Gurney (214) 423-4130.

November 16-17, 1996 **Dallas DoubleDates Palo Pinto B&B Ride.** 8:30 am 63 miles each way. Contact Tom Shaddox (214) 517-4534.

November 24, 1996 **Dallas DoubleDates Lake Ray Roberts Ride.** 9 am, 20, 35 & 47 miles. Meet at Pilot Point Town Square. Duane & Danita Neu (817) 565-0756

November 24, 1996. **Dallas DoubleDates Plano Cycling & Fitness Casual Ride.** 2 pm, about 20 shorter, slower miles. Meet at Plano Cycling & Fitness, 18th & Central in

Plano, TX. Rick & Tammy Gurney (214) 423-4130.

November 17, 1996 **CRABS/WABITS (Baltimore, MD) Tailgate Ride & Party** 20-35 miles, Green Spring Station, End of the season tailgate party and ride. Bring something for hte party at the end of the ride. Call Al & Ruth Schaffer (410) 464-0306

November 29, 1996 **Dallas DoubleDates Dump That Turkey Ride.** Is this for real? Marc & Susie Mumbie (214) 265-8341

December 8, 1996 **RATS (Richmond, VA Area Tandem Society) Wine & Cheese Ride** 1:30 pm 32 miles of moderately hilly terrain. Teams are asked to bring Cheese, Wine or snacks (Chips etc). Contact Joyce and John Knox for directions (804) 737-8125

January 1, 1997 **RATS (Richmond, VA Area Tandem Society) Second Annual FYBO ride.** 10 am Mary & Tom Breeden (804) 261-1231

January 10, 1997 **T-Bones (Tandems of New England) Planning Meeting & Potluck Supper.** Avon, CT. 6:30 pm, please phone to co- ordinate food. Bob & Alice Sawyer (860) 673-1181

February 22-23, 1997 **Tallahassee Off-Road Tandem Rally #3.** Bring your off-road tandem and enjoy riding some great trails. Rides for all skill levels. For more info, SASE to Marv & Miryam Rubenstein, 2815 Sweetbriar Dr, Tallahassee, FL 32312. e-mail marvrub@freenet.th.fl.us

April 18-20, 1997 **Alabama Tandem Weekend.** Return to the "loveliest village on the plains," Auburn, AL, for a fantastic tandem weekend. Beautiful country scenery with low traffic roads. Several ride options, all marked and maps provided. SASE to George and Judy Bacon, 305 Snake Hill Circle, Trussville, AL 35173. Call before 9pm central time (205) 655-2808

April 25-27, 1997 **Southwest Tandem Rally 1997.** Tulsa, OK. SASE to Bob & Jo Carol Williams, 7721 South 28th West Avenue, Tulsa, OK 74132. Ph:

(918)-446-3255. Make your reservations directly with the Southern Hills Marriott, 1902 E. 71st Street, Tulsa, OK 74136, ph: (918)-493-7000. Mention the SWTR to get the \$66+tax rate.

May 24-31, 1997 **International Tandem Rally - Virton, Belgium.** This weeklong event is a must attend for the overseas tandemist. The areas is just to the west of Luxembourg and near the French border. Bungalows and tent camping options. Information available from Geoff Sleath, 197 Park Lane, Heage, Belper, Derby, ENGLAND DE56 2AE phone 01773 852800 Please be considerate of time differences and the cost of overseas phone calls and postage. International reply paid envelopes are available from your local post office.

June 6-9, 1997 **MATES (Mid-Atlantic Tandem EnthusiastS) Rally 1997** Williamsburg, VA. College of William & Mary. This time we are going to be joined by GEAR sponsored by the LAB. There will be a tandem picnic ride to Chippokes State Park. Bob & Willa Friedman (703) 978-7937 for MATES info. e-mail: friedman@cais.com

July 5-6, 1997 **Northwest Tandem Rally, Eugene, OR.** The biggest tandem event in the northeast, if not the US! camping & hotel options. Rides begin & end at the University of Oregon For additional information contact: 97NWTR, P.O. Box 10443, Eugene, OR 97440 or nwtr97@emerald.com

July 25-27, 1997 **NEAT (North East Area Tandem) Rally.** Hartford, CT. Tour the scenic hills and valleys of the Farmington River Valley of Central Connecticut. The elegant Avon Old Farms Hotel will be the site for the 1997 NEAT Rally. This will be the NEATest weekend in 1997. SASE to NEAT Rally, P.O. Box 514, Unionville, CT, 06085. Ph: (860) 673-1181 Alice & Bob Sawyer.

August 29 - September 1, 1997 **Midwest Tandem Rally** Dublin (Columbus), OH. SASE to MTR 97 c/o



Donna Boutilier, 10566 Stablehand Dr, Cincinnati, OH 45242.
 Applications available 2/97. Host Hotel: Stouffers/Dublin (614/764-2200 collect or 800-468-3571 for reservations. Mention MTR for discount). Hotel reservations do NOT register you for MTR. Information call Dick Denning (419) 586-1125 or Donna Boutilier (513) 984-6548 e-mail dboutili@tso.cin.ix.net. Web: http://www.cinti.net/~gdbout/mtr97.htm


October 3-5, 1997 **Southern Tandem Rally**. Lafayette, LA. Special rides planned to showcase our wonderful area. Saturday Banquet and more. Preregistration is required. SASE to Chris & Kathy Daigle, 208 Bismark Drive, Broussard, LA 70518. Call: (318) 837-8034 after 7pm and before 9pm.

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

TANDEM RACES



July, 1997. **1997 Burley Cycling Classic**. Eugene, OR. Rider categories will be changing from previous years, and there will be a few course changes. Contact Patricia LeCaux, Race Director, Russ Morton, Technical Director, 4080 Stewart Rd, Eugene, OR 97402 (541)-687-1644

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

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)

T-shirts are still available!! \$10.00 U.S. includes US postage.



CLASSIFIEDS

FOR SALE: 1989 Santana Arriva, 59x53cm. Special order Imron color (white). 48-spoke Wheelsmith wheels. Excellent condition. Hal or Kathy. (310)-645-0168 (CA) 11/96

FOR SALE: 1994 Burley Duet Tandem, 22x20, black. FULLY LOADED. Includes 4 bottle cages, frame pump, rear rack, 2 computers (wired to one pickup), Suntour components, Sugino cranks, Arai drum brake, adjustable stoker stem, Terry stoker saddle, new tires and tampe. Professionally maintained. \$1000. Call Jeff or Dawn. (609)-456-5339 (NJ) 11/96

FOR SALE: TRIPLET! 1983 Colin Laing triplet. Beautiful hand craftsmanship - excellent condition. TA triple crankset. Child cranks adjustable in middle position -- not a conversion kit. Lots of info to share. \$2300. Also Sugino kiddie crank conversion kit for a tandem: sealed bottom bracket, 125mm cranks, 36t sprockets (pedals not included). \$75. Call Jay Rochlin, Tucson, AZ. (520)-621-3791 (o) or (520)-299-6515. Or e-mail: rochlin@arizona.edu (AZ) 11/96

FOR SALE: Cannondale, 21x19, teal. Brand new 1996 pars: Sachs Ergo 5000 shift/brake levers. Sachs 12-28 freewheel, Shimano Deore DX front derailleur, chainrings (52/42/28). Avocet 30 Cyclocomputer, Regal captain's saddle/Avocet gel stoker's saddle. Adjustable stoker stem, Arai drum brake controlled by 3rd brake lever. A beautiful tandem. Asking \$2000. Call Richard Simonson. (860)-443-1864 (days) or (860)-442-4115. (CT) 11/96

FOR SALE: 1992 Santana Cilantro. 20x18. Black w/neon yellow bars, bottle cages, and rear rack. Onza bar-ends on stoker bars. Profile Durango bars on captain's bars. Two sets of wheels w/Edco hubs, one with road tires, one with off-road tires. Shimano Deore XT rear derailleur, DX front derailleur. Avocet computer and more! \$2500 (includes both sets of wheels) or \$2200 with road wheels. Sally Peters & Bob Kowaleski, Easthampton, MA. (413)-527-4877 or e-mail to Sallybikes@aol.com. (MA) 11/96

FOR SALE: 1991 Burley Duet, 22x20. Suntour XC, Arai drum brake, rack,

computer, low mileage, new tires. \$1100. Lance Kidd, (217)-544-1398 (IL) 01/97

FOR SALE: 1994 Santana Cilantro, lumina red, 21x19. Like New! Shimano XTR 24-speed hyperglide drive train, Wheelsmith wheels, XTR front and rear derailleurs, XTR 8-speed cassette, shifters, and brakes. Computer, adjustable stoker stem, Tamer stoker shok- post, Blackburn rear rack, bottle cages, SPD and/or cage pedals. 3 sets of Avocet cross tires (1.9, 1.5, 1.25). \$2500. Martha or Randy, (813)-596-4660 or e-mail to TandemsRs@aol.com (FL) 01/97

FOR SALE: 1002 Santana Visa road tandem, 59x53 (large), 21-speed drive train. LOOK clipless pedals. Bottle cages, bar-end shifters, metallic plum color, 2 computers. This bike has been maintained with lost of TLC. \$1300. Joe or Monica Johnson (334)-277-7189 (AL) 01/97

FOR SALE: 1972 Gitane, 23x22. Fits captain 5'10" to 6'2" and stoker 5'6" to 5'11". Twin lateral design with twin top tubes. Suntour GT derailleurs. 52x36 chainwheels, 14-28 freewheel.

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 this, 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 possibly an opportunity to launder their clothes and a meal. The touring cyclist will call you well in advance and make arrangements; no surprises.

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

e-mail sealord3@athenet.net

TCA Member No. _____ (from your label)

STATE _____ TOWN _____

First Name(s) _____

Last Name(s) _____

Street Address _____

Zip Code _____

Evening phone _____

Daytime phone (optional) _____

Bedroom or tent site _____



Mafac cantilevers and drumbrake. Steel cotted cranks. Rigid Superchromix wheels, 27x1.25", 36-spoke rims. Fenders & Racks. Pumpkin orange. Low mileage & excellent condition. \$350. (860)-677-4828 (CT) 01/97

FOR SALE: 1993 Santana Vision, 20x18. Team white finish with red cable housing and racks/bottle cages. 500 miles on the bike. All original including the shipping carton. \$2000/OBO. Call/write for details. Carl & Kathryn Hurley, 104 - 234th Street SW, Bothell, WA 98021-8621. (206)-486-2107 or e-mail to 73613.3205@compuserve.com (WA) 01/97

FOR SALE: Santana with direct lateral frame, 23.5x21.5. Samoa burgundy, Phil Wood hubs & BB's. ARAI drum brakes, TA cranks (165 & 170 stoker options), XT brakes & rear derailleur. Front & rear Blackburn racks painted to match the frame. Excellent condition. \$1600. Call (516)-842-9088 6pm-11:30pm EST (NY) 01/97

FOR SALE: 1989 Santan Rio mixte frame mountain tandem. Complete with bar ends, bottle cages and rear rack. \$1600. Also, original non-frame marring design Yakima tandem rack, used twice. \$300. Greg (713)-627-5984 (TX) 01/97

FOR SALE: 1989 Red Cannondale, too many new parts to list. 1996 Burley Rock'N Roll hot rod red paint, less than 100 miles. 4' x 8' CarMate trailer, set up to haul 2 tandems. Larry Kosten (616)-669-8621 (MI) 01/97

FOR SALE: 1995 Santana Ti-700 custom tandem, 61x46, Shimano XTR group, stoker shok-post, gel saddles, computer, rear rack, bottle cages.

Spares: Wheelsmith wheelset, cables, chaines, bottom brackets. New condition, ridden 79 miles. Health forces sale. Call Tim @ (804)-320-4504 (VA) 01/97

FOR SALE: Santana Sovereign AL, Midnight Blue with smoothed welds. This is the bike Santana used in the catalog pics! 56x53, XTR & XT components, Edco hubs, Custom stoker stem. Speedplay pedals/Vetta computer. Used very little. \$3295 firm. ph: (205)-987-5157 days or (205)-871-3799 evenings CST. Damon Kissinger (AL) 01/97

WANTED: Santana Enurio, Vision, Fusion, or Encore. Touring accessories would be a plus. Medium frame size only, please. Paul & Susie Whybrew, 2236W 900N, Fortville, IN 46040 Call (317)-485-7641 or Fax (317)-485-3154 (IN) 01/97

WANTED: Someone interested in trading a traditional tandem (Santana Sovereign in mint condition) for a recumbent. We think we want the more user friendly recumbent seats for our casual riding style. Call Tom Brisker @ (614)-497-2564 (OH) 01/97

FOR SALE: Shimano Deore tandem crankset, 175x175, with timing gears. less than 100 miles of use. Like new, \$135.00. TA tandem crankset, 170x150, with or w/o gears. \$75.00. 27" rear wheel on Suzue SealedTech hub, 48-spokes x 140mm spacing. Like new, \$70.00. Matt Kurzrock, (310)-541-1456 (h). e-mail to MattKurz@aol.com (CA) 11/96

FOR SALE: Burley travel trailer, a great tandem touring accessory. When touring with a traile, the load is placed on the trailer, not the bike. Empty weight of the trailer is 14.5 pounds. Asking \$175. Tom Thalman (414)-757-

6561 e-mail to sealord3@athenet.net (WI) 01/97

FOR SALE: Yakima Tandem Carrier good condition, does not include crossbars or wheel racks. This rack is the Tandem II model with the tray mount, suitable for Cannondales or new Santanas or other large-tube tandems. Asking \$225. Tom Thalman (414)-757-6561 e-mail to sealord3@athenet.net (WI) 01/97

WANTED: Adams Trail-a-Bike, tandem model. We have a 7- year-old and a 14-month old we're trying to take with us and our tandem. If you have any other ideas, we'd love to hear from you. Arnie Adler, (718)-601-4327 or e-mail to ArneeA@aol.com. (NY) 11/96

WANTED: Visually-impaired biker looking for sighted captain for local rides, tours, and rallies. Will serve as a substitute stoker, if your regular partner cannot make it. Call Barb, evenings @ (860)-442-7319 or send e-mail to balew@concol.edu (CT) 01/97

HELP OFFERED: Touring England in 1997? Let us make a good trip into a great holiday! We offer help and advice on routes, accommodations, bikes by rail, and a great welcome! We're the touring directors for the Tandem Club (of the UK). Chris & Jenny Davison, Penny-Farthing, 124 Kings Road West, Swanage, Dorset, BH19 1HS England

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

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

TCA DEALER MEMBERS

Tandem Dealers

TANDEMS EAST Burley, Bushnell, Cannondale, Montague, Co-Motion, Sterling. Wheel building service, child conversions, parts, advise. Test rides by appointment. 86 Gwynwood Drive,

Pittsgrove, NJ 08318. V (609)-451-5104 F (609)-453-8626 E-mail tandemwiz@aol.com 11/96

ORIGAMI TRAVELBIKES. Folding and travel bicycles, trailers, and cases. Green Gear Tandem Two'sday, Montague TriFrame tandems in stock

for test rides. POB 1867, West Sacramento, CA 95691 (916)-373-0039 11/96

BORTHWICK FRAMESETS. Custom tandem frames built specifically to the individual rider's needs. A custom built measuring fixture is used to



insure proper sizing. 214 Rainbow Drive, Marshalltown, IA 50158. (515)-752-3208 11/96

GEAR-TO-GO. Central and western New York and Northern PA's source for Santana. Tandems in stock, available for test rides. Open by appointment. 850 W. Clinton St., Elmira, NY 14905. (607)-732-4859. E-mail to Shapiro_r@CJnet@corning.com 1/97

BENT'S SCHWINN CYCLERY & FITNESS Sacrifice Trek T200 (Deore XT, Look) \$1399, Trek T100 (Deore LX/XT) \$1099. Also Santana, Cannondale. Steve & Vicki Bent. Active tandemists since 1977. Lakeland, FL (941)-688-1662. 1/97 (585)

ERICKSON CYCLES - The world's best tandems! Custom-fit, handbuilt, and beautiful! Production models available. 6119 Brooklyn Avenue NE, Seattle, WA 98115 (206)-527-5259 voice; (206)-527-0701 fax; GlennEBike@aol.com. 1/97

TOTALLY TANDEMIS! Your one-call source for the best tandem parts, precision-built wheels, hard-to-find parts, expert advice. FREE CATALOG! 1-800-255-0576 or ttandems@netins.net. **TOTALLY TANDEMIS, INC.**, P.O. Box 702, Ames, IA 50010-0702. 05/97 (11324)

TANDEM DEPOT Choose tandems from five of the finest USA manufacturers. Triplets, too. Rentals available. Call Sue Pavlat, 24 hour mixed tandem record holder for an appointment. (810)-545-5778. Royal Oak, MI 5/97 (52685)

TANDEM MATCHMAKERS Touring, Racing, Family, Mountain, Track - New, Used - over 100 Tandems, Triplets, Quad, Recumbents. Rentals. Same-day Service. Long Tests, Wheels, Brazing. Odd Parts shipped worldwide. Mt. Airy Bicycles. (888)-MYTANDEM or tandemist@aol.com (MD). 05/97 (10987)

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



tandems@mindspring.com 09/97 (431)

Other Dealer Members

T-SHIRT QUILTS Preserve your memories! Custom-made keepsake quilts from your souvenir T-shirts. Call Margaret Thatcher, 1-800-337-8771 (11/96)

SPECIAL SALE: Riders wanting comfort. HALO BIKE SADDLE featured in BikeNashbar; Internet. Femail & new male models, \$55/pr. Letherette. Satisfaction guaranteed. PVS for Fitness, 676-A Front St., Hempstead, NY 11550. (516)-485-3784 (11/96)

AMERICA BY BICYCLE - Cycle fully-supported California to Maine, down the Mississippi, or choose one of 7 one week cross state tours. Free Brochure. Box 805-T, Atkinson, NH 03811-0805 (603)-362-4527 http://www.abbike.com 1/97 (11399)

BYCUE Cue Sheet holder. Easily clips on/off handlebar. \$8.95. Tie-Dyed Rainbow Swirl short sleeve tee. 3 rear pockets. 100% pre-shrunk cotton. \$23. S-M-L-XL-XXL. Visa/MC. (800)-522-2640 ro BYCUE, Box 14152, Silver Spring, MD 20911-4152 1/97

ERICKSON CYCLE TOURS Spirited tours lead by Glenn Erickson, nationally acclaimed tandem frame-builder. France, Italy, Switzerland, 6119 Brooklyn Avenue NE, Seattle WA 98115. ph: (206)-524-7731 voice, (206)-527-0701 fax, e-mail: GlennEBike@aol.com 1/97

BROOKS SADDLES Wallingford Bicycle Parts is your source for these fine traditional leather saddles. Sprung and unsprung models in stock. Catalog. POB 31775, Seattle, WA 98103. (206)-548-9091 bikeparts@halcyon.com 5/97

SMUGGLERS' NOTCH INN Escape to a 200-year-old, 11-room, romantic, relaxing, Vermont Country Inn. Private baths, Lounge, fireplqace, restaurant, outdoorhottub, pool. Great cycling, scenic rural area. (800)-845-3101 smuginn@pwshift.com 5/97



ACORN INN Bed and Breakfast: Discover Central Virginia's rural beauty with tandem-riding hosts. Ten bedroom renovated stable; cottage. Near Blue Ridge Parkway, historic Charlottesville. Ideal for groups. Delicious breakfasts. (804)-361-9357. 05/97 (4985)

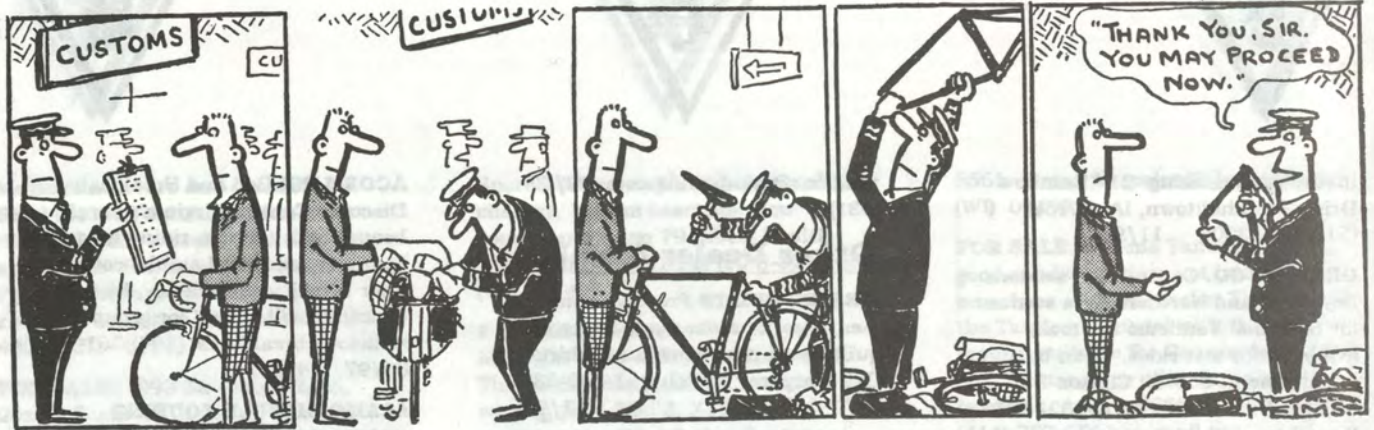
ALAMO BICYCLE TOURING COMPANY. Weekend/weeklong bicycle tours of the California Coast, featuring Big Sur, Santa Cruz, San Luis Obispo, and Catalina areas. (800)-540-BIKE (2543) or ABTC, 1108 Vista Lago, San Luis Obispo, CA 93405 alamobike@aol.com 07/97 (11325)

TANDEM MAGAZINE. Contact Greg Shepherd @ Petzold Publishing, 26895 Petzold Road, Eugene, OR 97402 to find out about the newest entry in the tandem bicycling magazine field. (503)-342-3723. (09/97)

T-SHIRT QUILTS Keepsake quilts from your souvenir T-shirts. Custom designed to your style preferences. From \$85. Call Margaret Thatcher, Brainerd, MN for brochure. 1-800-337-8771 live and voicemail/24 hours (11/97) (8397)

TANDEM T-SHIRTS! "10 Reasons Why Captain/Stoker/Tandems are better..." \$18/shirt; 2/\$34; 3/\$50. L or XL. SASE: EYE-DESIGNZ, P.O. Box 241, Purdys, NY 10578. More info? Eyedesignz@aol.com (11/97)

Become a TCA Dealer Member! A \$45.00 membership gives you a one-year membership in the Tandem Club of America, six issues of DoubleTalk, and a 30-word classified ad in each issue of DoubleTalk while you are a member. Ads are pulled after the date shown in the ad. New ads with \$45/membership must be received by the editors by the first of the next month (i.e., ads with an 11/96 date will not run in January if your renewal is not received by December 1, 1996) to keep your advertisement current. Send your ad/check (payable to TCA) to Jack and Susan Goertz, Editors, DoubleTalk, 2220 Vanessa Drive, Birmingham, AL 35242-4430.



Dues

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

Membership

Please fill out the membership form below
 and mail with a check made payable
 (in US funds) to:
Tandem Club of America
 Bruce & Judi Bachelder
 306 W Union St
 Morganton, NC 28655-3729

TCA MEMBERSHIP APPLICATION / RENEWAL

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

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

Name(s): _____

Address: _____

City, State, ZIP: _____

Phone (Including Area Code): _____

Tandem Make: _____ Year: _____

Color: _____ Style: _____

DoubleTalk is now available on tape for those that are legally blind. Please check here if you prefer to receive your copy on tape instead of the printed copy _____

Amount enclosed: _____ for (1) (2) or (3) Years
 (Multiple-year memberships, 3 year maximum, are accepted at Dues Rate X Number of Years)

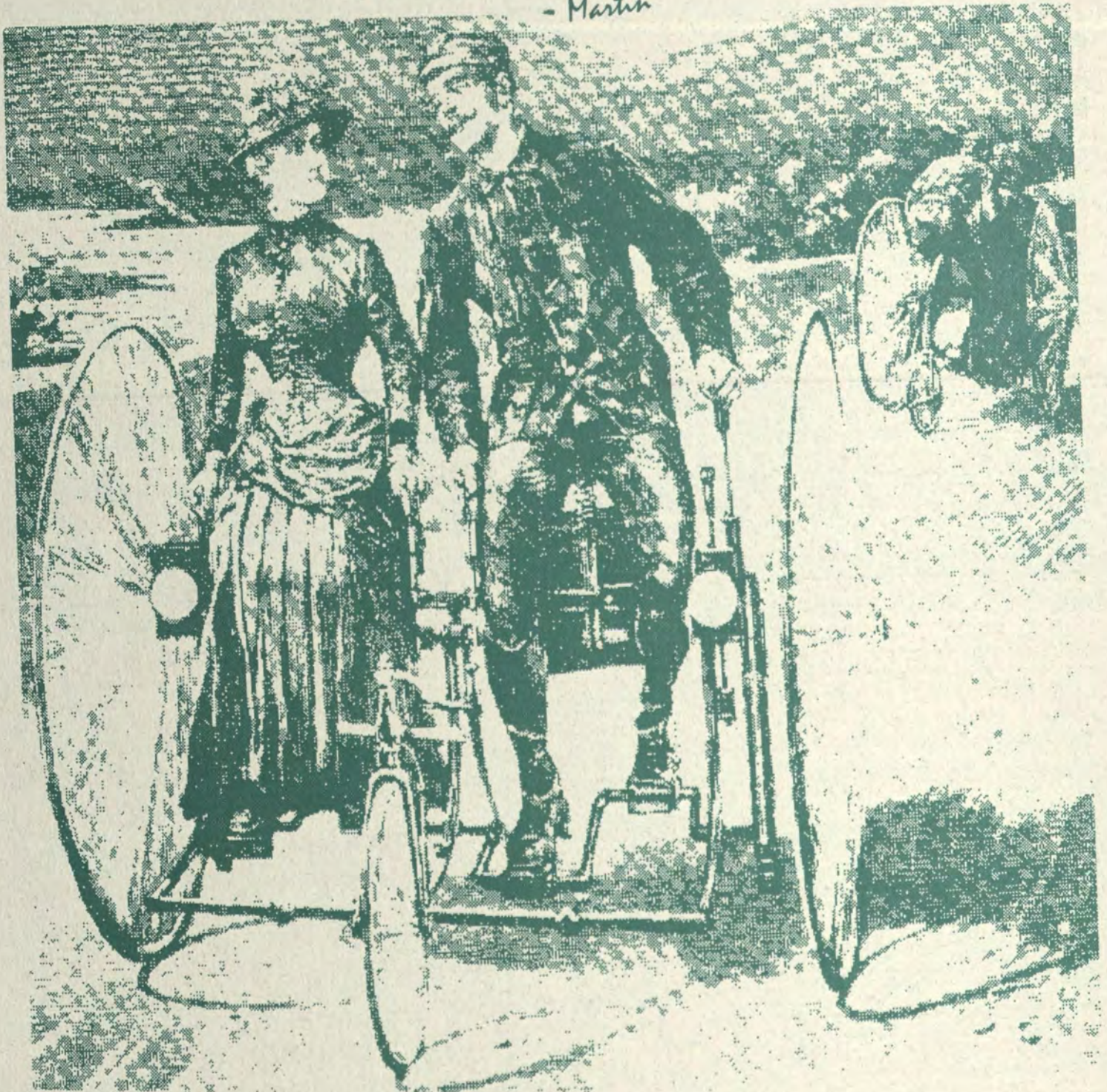
Is this a renewal? _____ Have you made any necessary corrections? _____

THE LAST PAGE



© STEVE REKER

Christmas Eve 1897
With my best girl Miss McKinsey O'Brian, later
to become my wife of 54 years. The sky was full of
a thousand stars. As we rode along the lake, it
was one of those "Magic Moments"
- Martin



Send DOUBLETALK articles to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430