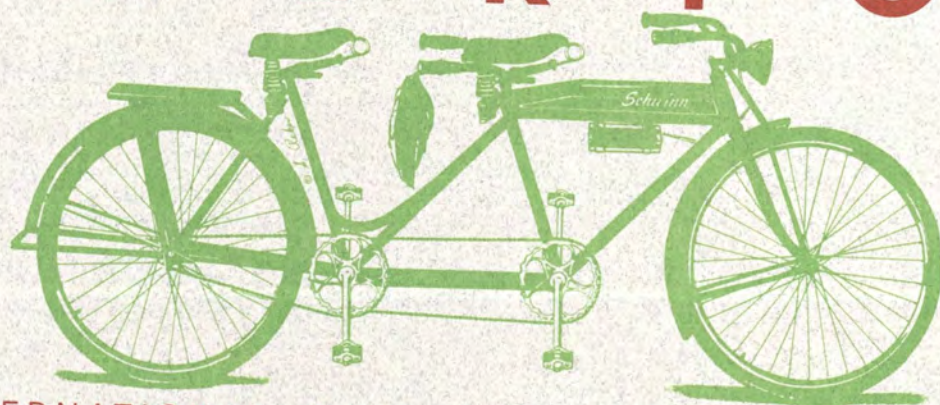


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DOUBLETALK



MAY - JUNE  
1997

**DoubleTalk**

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

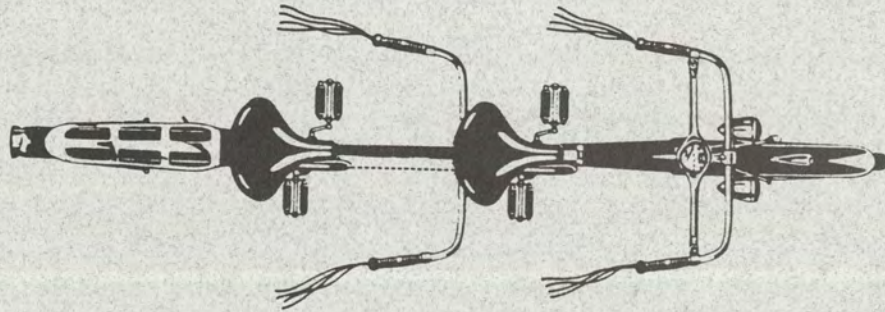
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Send DOUBLETALK articles to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430

# DOUBLE TALK

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## DEADLINE FOR THE JULY-AUGUST, 1997 ISSUE OF DOUBLETALK IS JUNE 1, 1997

### FROM THE EDITORS

Summertime is here, and the living is easy! We hope the spring rains and floods haven't kept you off your tandem, and you've had time to get that old riding form back to where it should be. Before you hit the road, though, we hope you took the time to make sure your trusty tandem is in top shape!

Last issue (March-April), we ran an article supplied by the League of American Bicyclists about Amtrak and how they broke their explicit promise to provide roll-on access for bicycles on several of their inter-city corridors. After first denying making the promise, Tom Downs, CEO of Amtrak, recently admitted that, "Yes, Amtrak had promised this," but smokers were better customers! Imagine a large corporation today choosing an unhealthy lifestyle for their customers and employees over the healthy choice. Such a corporation would be held up as a poor example, and would most likely suffer public humiliation until it changed its views. Yet this is exactly what Amtrak is doing, in favoring smokers' wants over bicyclists needs. It's still not too late. Send your comments to Tom Downs, CEO, Amtrak, c/o National Railroad Passenger Corporation, 60 Massachusetts Avenue, NE, Washington, DC 20002. Perhaps enough cyclists responding will help Mr. Downs and the Amtrak board make the correct decision.

There are a lot of really good tandem events on the books, now that Summer is here. Take a close look at the TCA Calendar and plan your vacation. Some of them are already filling, and may be full. If so, choose another, perhaps one that's just starting. Help the hosts make it a success!

Susan and I have had to scale back our rally plans somewhat for this year, but we will still be at the following rallies: LAB/Gear/Mates Rally in Williamsburg, VA, LAB National Rally in West Lafayette, IN, the Midwestern Tandem Rally in Columbus, OH, and the Southern Tandem Rally in Lafayette, LA. Of course, by the time you read this we will have attended the Alabama Tandem Weekend and the Southwest Tandem Rally in Tulsa, OK. We hope to see you at one of these. The TCA

will have a presence at all of these events, with copies of DoubleTalk and membership brochures available.

Next issue, we'll be asking for volunteers to help man the TCA booth at MTR. We hope you'll help the TCA by "talking up" the organization at the rallies and other cycling events you attend, too. If you need brochures, just drop us a note, call, or e-mail. Remember, you can always reach the Tandem Club of America via e-mail to [tca\\_of\\_a@mindspring.com](mailto:tca_of_a@mindspring.com) or through its web page at <http://www.mindspring.com/~strauss/tca.html>. Remember that URL's are case sensitive, so enter the web address in all lower case.

And finally, someone from Canada called to volunteer to serve as the western Canada area reps. Unfortunately the call came when I was out of town for a week for an unexpected family emergency, and I lost the message! Would the couple who volunteered call us again?

Take care, and we'll see you on the road!

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# LETTERS TO DOUBLETALK

Dear DoubleTalk,

This is in reply to the letter from Vincent Sikorski in the March-April issue. He asked for feedback from TCA members about how well "White Lightning" chain lubricant worked.

We have used White Lightning for several months on our single and tandem mountain and road bikes. We followed the instructions for cleaning and prepping the chains prior to first applying the White Lightning. We have found that the product performs as advertised as far as not leaving greasy residue on the chains. It does greatly reduce the amount of time and work necessary to keep our chains clean. As far as for length of time between lubrications, we have been a bit disappointed with the results. On our single bikes, the chains run quietly for five or six rides, or about 100 to 200 miles of riding, before the chains get noisy and need fresh lubrication. We can go somewhat longer between lubrications when riding on the road. With our tandems, the time between chain lubrications is much shorter. On our road tandem, the chains need lubing about every third ride. Our mountain tandem, however, seems to need more White Lightning nearly every other ride. This gets to be somewhat of a hassle, since Evie and I ride off-road on our Santana Cilantro more often than we ride any of our other bikes.

The majority of our rides are done in dry weather. Off-road, the conditions are somewhat dusty, with occasional stream crossings or mud puddles to traverse. We do frequent long, and often steep, climbs on the roads and trails of our local mountains, which may contribute to the rather short time periods between chain lubings. We don't have any experience with White Lightning in rainy weather.

Overall, we have been rather disappointed with White Lightning. While it is nice not to have to clean off the greasy dirt accumulations that are common with other types of chain lubes, the frequent need to re-lube the chains is a headache. Also, since the average price of a bottle of White Lightning is about \$5 to \$6, the cost of keeping the chains quiet can quickly add up. We have decided that once we use

up our remaining bottle of White Lightning, we are going back to using our previous lubricant of choice, Tri-Flow. The latter may not be as neat and clean but it last much, much longer before needing to be re-applied.

We, too, are curious to hear reports from other TCA members.

Willard Wheeler & Evie Porter  
Upland, CA



\*\*\*\*\*

Dear DoubleTalk,

Recently my wife and I joined the growing group of tandem riders. We were able to enter this quite reasonably by purchasing a used tandem at a local shop. The bike is clearly many years old, but is in excellent condition.

Our one regret is that we have absolutely no information about the framebuilder. The medallion on the front bears the words "Super Cycle / Filliab / Francis Bannif Geneve" The frame has a decal almost worn out with the word "Fillab" (It is indeed spelled differently than the word on the medallion.)

If anyone has any information about this bike I would be grateful for it.

Karl Shelton  
16776 Bernardo Center Dr #203  
San Diego, CA 92128  
888-288-6113

\*\*\*\*\*

Dear DoubleTalk,

I am a blind stoker living in Austin, Texas. I am seeking a captain, male or female, for touring in Europe in 1997 or 1998. I am 59 years old and have been active all my life in athletics. My captain's range in age from 21 to 63. I am married and an author by



profession. An intermediate cyclist, I shall be riding my first century this month. I am attracted particularly to tours in France and Spain, as I have lived in both countries and speak French and Spanish.

Jimmy Hudson  
5908 Lonesome Valley Trail  
Austin, TX 78731

\*\*\*\*\*

Dear DoubleTalk,

In India we celebrated two years of traveling around the world on our tandem bicycle. And what a country to be in. Since we left England we have pedaled nearly 23,000 km and traveled many more by ship, train and bus. India has without a doubt been the hardest country we have traveled in. But the rewards have been all the greater.

Dust, dirt, pollution. Roads that defy classification or disappear completely. Traffic that obeys only one rule; might is right. People, people everywhere and not a space to breath. Overcrowded buses, trucks, bicycles and cars. Overcrowded crowds forming when we stop; standing, staring, coughing, spitting. "Grip yer tuna nine" (almost Hindi for please don't touch) we say as hands reach out to touch and tweak Thomas. Beggars, louts and dirty urchins trying to get a piece of us. Just as you acclimatize to weather, so you become accustomed to India and begin to enjoy it.

The man made caves at Ajanta and Ellora are magnificent testimonials to man's devotion to God. Magnificent structures carved out of cliffs and decorated with paintings and sculptures that compare with anything else we have seen. Kanha National Park and the beauty of nature where Kipling based his Jungle books seemed to overflow with natural beauty. Tiger! Tiger! burning bright certainly applied to us as we saw an apparently unprecedented seven tigers in four outings. The best was following a huge male at a distance of only 10m or so for nearly half an hour. What an adrenaline rush! The erotic statuary at Khajarahao; old palaces to say in; the Taj Mahal and Golden Temple at sunrise and sunset; huge forts at Gwalior, Agra, and Delhi. Romance, the Raj and mystics at Pushkar. A lifetime of memories in only four months of travel and 4,000 km.

India has been hard and challenging leaving us feeling in need of a break. We fly to Amman, Jordan from Delhi, taking our first flight along our route. A flight necessitated by the surprise (to us) refusal of an Iranian visa which blocked our overland route to Turkey. We will not be able to say that we have traveled around the world without flying. But perhaps we will have established a new world record for distance traveled by a tandem bicycle. Unless someone else has claimed a new one, the existing one stands at 29,000km. We anticipate recording over 35,000 km by the time we reach England towards the end of September this year.

Our latest planned route, subject to change; will see us in Jordan, Israel and Syria, then on to Turkey

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and Europe. In Europe we plan to ride through Bulgaria to the Danube and follow that river to Ling in Austria. On to Munich, Prague, Berlin and Rotterdam and a ferry to Hull and home.

Philip and Louise Shambrook  
World Travelers

\*\*\*\*\*

Dear DoubleTalk,

We are planning a two month trip across country this summer. We will be driving and carrying our tandem along. Each day we plan to enjoy a 25-50 mile loop on the bike. We'd love to know about the prettiest, safest cycling routs available in each of our locations. Our loosely planned (not carved in stone) itinerary takes us from Boston through Massachusetts, New York state, across the southern tip of Ontario to Chicago, across Wisconsin and southern Minnesota into South Dakota, Wyoming, Utah and into Arizona. From Tucson we'll head west to the coast and on up to Washington. Our return will be a straight shot across the northern states - Idaho, Montana, etc.

In order to see as much as possible from the bike we will make decisions about our route according to suggestions about favorite bike loops in the different areas. If readers living in any of those states will share some of their favorite rides with us we'll snake across the country to hit as many of them as possible. Our plan is to camp when convenient (read: not raining!) and to stay in Bed and Breakfasts, small Inns, inexpensive motels, etc.

We live in Boston and Newburyport and are happy to let interested cyclists know about some of the wonderful rides around here - one that takes you along the rocky coast of Gloucester around Cape Ann, another that winds through gently rolling hills and farmland and those that loop around through the suburbs of Concord and the Walden Pond areas. We tend to enjoy 30 mile loops so are most familiar with those. Hope to hear from some of you before we depart on July 1.

Nancy Grant & Tom Ware  
76 Elm St  
Belmont, MA 02178  
e-mail tom\_ware@bbns.org

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## CLUB NOTES

New Contact for the RATS (Richmond, (VA) Area Tandem Society)

Joyce Knox  
105 N Lake Ave  
Richmond, VA 23223-3529

New contact for the RAPTORS (Rockford Area Pedaling Tandems On Road Society)

Sue Tucker  
5784 Bow Trail  
Rockford, IL 61109  
(815) 874-9862  
(804) 737-8125

Dear DoubleTalk,

We are planning a trip to Ireland in the summer of 1997. We would like to take our tandem on the flight to Dublin and then do some touring of the southeastern portion of Ireland. A friend will allow us to use their cottage in the Wicklow Mountains (Hollywood) area as a home base. We would appreciate any information on traveling with a bicycle case overseas and other logistics like whether bike shops in Dublin would reassemble the bike? Will a hotel keep the case and other belongings while we are touring, etc. It appears that there is not a TCA contact in Ireland so we hope someone can provide us with knowledge from a previous trip.

Jack & Caprice Moore  
221 W Thomas St  
Tampa, FL 33604-6053

\*\*\*\*\*

Dear Miss Cadence,

My husband has finally gone off the deep end. He wants to put me on a bicycle where I will not have control of the gearing and absolutely no brakes. You guessed it, Miss C., this guy wants me to be a stoker on a tandem. Not being able to change gears when I please is one thing, but flying down the side of a mountain with Mr. Kamikaze in charge of the brakes is an entirely different story. I'm used to

being in control all the time. What do I need to do to become a partner in the tandem experience?

Reluctant Stoker

Dear Reluctant,

What a wonderful husband you must have. I don't believe your husband is attempting to gain all the control but in fact wants to share more of the wonderful world of cycling with you. How many times have you been on your single, shouting and waving your arms in order to get his attention, so you can point out some road-side attraction, only to have him cycle past with no acknowledgment? With you sitting on the back of the tandem, it's easy to reach out and touch someone. A whack on the back of the helmet should get his attention real quick. By owning a tandem, you will also get to use real cool words that them folks riding singles won't understand. Words like captain, stoker, crossover, timing chain, Alsop beam, drag brake, boob tube and eccentric. As for going fast, if you can't trust your captain, my dear woman, whom can you trust?

Miss C.

## BACK ISSUES AVAILABLE

We have a limited number of back issues of Doubletalk available to complete your collection. For each issue desired, send a check for \$3.00, payable to Tandem Club of America, to Jack & Susan Goertz, 2220 Vanessa Drive, Birmingham, AL 35242-4430. The issues you order will be sent to you either via first class postage (1-4 issues ordered) or via UPS (more than 4 issues ordered).

Issues still available:

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January-February, 1997

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July-August, 1996  
May-June, 1996  
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# PLANNING AHEAD

## A 1996 Christmas Pageant

Imagine if Joseph and Mary were to make the trip to Bethlehem in 1996. It probably would not be advisable or practical to travel by donkey. To have a Christmas drama with a donkey in the sanctuary has its own messy problems. The answer is to travel to Bethlehem by Tandem!

As the Associate Pastor, my wife planned a drama about the hardships of Joseph and Mary traveling on the road. Being 7 months pregnant, Kim had a special sensitivity for the difficulties Mary must have faced on a donkey, as we had to restrict tandem riding some time ago. So she wrote the whole drama substituting a tandem for the donkey and herself as a very pregnant Mary and me for Joseph.

Unfortunately, on Saturday evening, Kim came down with a severe case of the Flu. Fortunately, the Christian educator agreed to be bold and ride the tandem up and down the sanctuary with me. Her enthusiasm increased when we explained that I

would push the tandem down the aisle. The whole drama came off wonderfully and I received numerous compliments afterwards and answered a number of questions about tandems. It was the first time that many people had ever seen a tandem up close.

1996 is the year that the congregation of the Springfield Virginia United Methodist Church will not forget the donkey in the Christmas Play.

Kevin Brugman & Kim Barker-Brugman  
Lorton, VA

## WHO DOES WHAT

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

**MEMBERSHIP:** Collects dues, processes memberships.

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

**GRAPHICS DESIGNER:** Artwork & graphics for DoubleTalk.

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

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

**SECRETARY:** Contact point between TCA and the outside world.

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

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



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## DENVER ASPEN CLASSIC

**WHERE:** Start in Southeast Denver, finish in Aspen, Colorado

**WHEN:** July 27th, 1996

**STATS:** 202.3 miles, 13,230 feet total climbing

Friends constantly ask us, "WHY would you want to ride 200 miles, over four mountain passes, from Denver to Aspen, in a single day?!" We've given every explanation possible, from the "personal challenge" cliché to, "Well, it all started when I was six and did my first endo over the bars of my Stingray and landed on my head..." We've finally settled on a more circumspect justification, "Because someone has to carry the tandem banner proudly into battle, and our lottery number came up." The Denver Aspen Classic (DAC) is one of the most difficult organized doublecenturies in the country, and knowing that no man/woman tandem team had done it was enough incentive for us to give it a go.

Rather than giving a blow-b-yblow account, I'd like to share with you a few vignettes on the experience, which probably will be more helpful anyway if you decide you're ready to try something like DAC.

**RULE #1:** Getting up at 1:30 AM isn't as bad as it sounds. Leila, the team RA, swore it would be sheer misery trying to wake up in time to get to the starting point in Denver by the 3:00 AM cutoff for registration. Morning people we are not. We set the alarm for 1:30 AM, crashed at 8:00 PM, and slept well for several hours. I was wide awake when Leila turned and nudged me, "I can't sleep. What time is it?" We were downing our first cup of coffee by a quarter after one. **RULE #2:** Don't ever assume you've got a corner on the market when it comes to lunatic behavior. Last year was the first year that the Rocky Mountain Cycling Club (RMCC) opened up the ride to the public. In the five years prior to this, 20 to 25 diehards had done the ride each year. In '95, that went up to about 70, including the 40 odd riders who started in Conifer, the "beginner's option" 155 miler with only 10,000 feet of climbing. This year, 72 people gathered in a parking lot off of Interstate 25 in southeast Denver at 3:00 AM to do the "Medallion

Ride," with about an equal number starting in Conifer. One guy we talked to had flown in from sea level the night before, and was starting the ride, at 5500 ft elevation, on three hours of sleep. Leila pointed out another rider sporting the finest in ultramarathon cycling wear: Gym shorts, Tshirt, and sneakers! We knew we were in good company.

**RULE #3:** It's dark at 3:30 AM. In true Randonneur style, we all left together, headlights blazing and taillights flashing like some bizarre swarm of mutant redtailed fireflies. What an amazing experience, winding our way through the streets of Denver in an eery, peaceful silence, devoid of traffic, with nothing but the zizz of chains and cassettes and the occasional chatter of pensive riders! It can also be a bit hazardous, as witnessed by the a rider who went down hard after hitting an invisible pothole. At one point, I had to dodge a wayward headlight that had shaken loose from the bike in front of us and was bouncing down the road at 30 mph. We had a near death experience when our front wheel dropped into an expansion joint in the concrete roadway, sending the whole rig sideways. Miraculously, we popped out just milliseconds before doing the FDGB thing, somehow managing to stay upright and avoiding a major pileup with the dozenso bikes following in our wake.

**RULE #4:** There's no such thing as "overtraining" for the DAC. In the three months leading up to the ride, we accumulated 2,300 miles on our Cannonwhale, Moby. This isn't any astounding feat, compared to many. But, how many teams log over 130,000 feet of climbing in those 2,300 miles? We knew from experience that it was our climbing legs that would make or break us, especially because the fourth and final major ascent on the DAC is over Independence Pass, with 3,000 feet of gain in 14 miles, finishing at 12,097 feet altitude and, most significantly, the 180 mile mark in the trip! The last few miles to the summit were gruesome, as we watched our speed drop steadily from 6, to 5, 4 and, finally, 3 mph. One mile from the top, we deployed The Stump Puller, our 24 X 25T low gear. Particularly unnerving was the sight of quite a few



dazed, dejected, and demoralized compatriots sitting or laying down by the side of the road the whole way up. Cheers of encouragement from the RMCC support vehicles was a major uplift, though. Summitting was a truly sublime moment in our tandem life.

**RULE #5:** The legs can absorb what the seat can endure. Saddle comfort isn't the most important thing on a 200 mile ride; it's the ONLY thing! In an attempt to find a compatible match for 10+ hours in the saddle, Leila tried out six more saddles in the two months leading up to DAC. In total, she's tried over two dozen saddles in the last few years. And the winner is (insert fanfare here): The new Terry V Racer, now fully certified as "doublecentury approved."

**RULE #5(a):** Prepare well, but don't make any foolish last minute changes in important equipment. We'd gone through everything on the bike, cleaning, lubing, adjusting, mounting new tires, etc., etc., and nothing broke, blew up, or fell off all day long. But, I switched the week before the ride (due to an unfortunate meeting of my dear friend, a Concor saddle, with a parking garage ceiling, Moby was uninjured, but the saddle took a thrashing) to a Terry "TFI" men's saddle. This saddle, with perforated plastic shell under the nose, is purported to relieve pressure on the prostate and other such sundry saddle maladies. Conclusion: Two weeks later, I'm still recovering from the numbness. YMMV. Let me know if you want a good deal on a Terry TFI saddle, only ridden 200 miles since new.

**RULE #6:** Fame and glory, like justice, are blind. We pulled into the finish line at 7:02 PM, for a total time of 15 hours, 32 minutes. Our average speed was 15.6 mph, so the "saddle time" was right at 13 hours. In the process, we (unknowingly) set two records, for mixed pair and Masters' tandems. We generally don't advertise the fact that we're the only tandem to finish in these two categories. The weather was perfect, the route is gorgeous, and the Rocky Mountain Cycling Club volunteer crew did an amazing job supporting the ride. We can highly recommend it for anyone looking for the next step beyond the weekend century ride. Will we do it again? We're still kids at heart, and peer pressure can be a good thing.

**RULE #7:** Reward yourselves afterwards. We reserved a suite with two rooms in Aspen for the



night, and invited along a couple of our longtime tandem friends, Patrick and Suzanne Williamson, and their two year old son, Bryce, to spend the night and drive us home on Sunday. Okay, "invite" may not be the right word; how about "bribed?" Free room in Aspen, dinner at the Flying Dog Brewpub, hiking at Maroon Bells in the morning (arguably, one of the most scenic places on the face of this green Earth)... Our ulterior motive? Suzanne's a chiropractor and expert masseuse. Need I say more? Yes, life is good.

Bio:

Dave Walker and Leila Vale live and work in Boulder, Colorado. Moby the Cannonwhale, a.k.a., "The Marital Aid," has been their riding companion for the last 5 1/2 years, accumulating over 15,000 miles in the process. They're blessed in being able to commute together on Moby to work at the National Institute of Standards and Technology, where they're both electronics engineers. Besides Moby, they also ride regularly on 1/2bikes, on and off road. Their "stable" of around 20 bikes consists of several tandems and a dozen or so classic lightweights, such as a 1960 Mercian track bike and a 1976 Confente Pro Strada. Visitors are always welcome!

Dave Walker & Leila Vale  
Boulder, CO

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## YANKS MEET BRITS ON ENGLISH SOIL

An entourage of American tandem bike riders hit the ground biking in England in June, anticipating a view of the country few tourist experience - eye level from the bikes. And there were no disappointments for the four Kansas and four Californians as they made their way through southern England under the highly competent guidance of their leader, Chris Davison of the Tandem Bike Club of the UK.

Making the journey from Kansas were Keith and Ronda Philpott and Darrell and Kathy Ochs, of Lenexa; and from California were Sandy and Peg Pokra and Bob and Noreen Franklin of San Francisco. Accompanying the group, along for the ride so the speak, were Misty Schultz, who mastered driving on the left and shifting on the right, and Allison Ochs, who served as navigator. These two college girls moved clothing and equipment from one bed & breakfast to the next in a U-Drive cargo van. (Chris was astonished - and a bit disgruntled - at the number and size of bags the Americans needed to survive for two weeks on a bike trip.)

The trip began at the Corner House B&B in Horley, near Gatwick Air Terminal, with a rest, some sightseeing in London and Brighton, and the assembly of the bikes. The actual biking journey began on Saturday at Billingshurst, a short train ride from Horley to avoid the London area traffic, where bikes had been transported by van. Chris, in an attempt to teach the girls the rules of English roads, and his wife Jenny, stayed with the van to our first lunch stop, Arundel.

Despite having to make it on our own for the first few miles, use of maps and the detailed directions Chris provided moved us smoothly (with only one or two quickly determined wrong turns) to the first stop. After 17.6 miles we were at the Black Rabbit Pub in Arundel for our first lunch stop of the trip.

Setting the girls off on their own in the van, Chris and Jenny joined us for the next portion of the trip, 13.6 miles till tea in Chichester at Chichester Cathedral. The sights of the trip were everything

promised by Chris in his brief descriptions of the daily route - wooded Sussex countryside, interesting villages, castles, cathedrals, historic points of interest.

A mere 5.2 miles later brought us to the small, beautiful village of Bosham and (you guessed it) supper at the Berkeley Arms Pub. One of the best sights for at least one of the bikers in Bosham was the U-Drive van. The girls had successfully completed their first day's assignment, much to Allison's mother's delight and relief.

Among the great things we discovered about biking with the Brits were the numerous stops for sustenance, something we don't usually experience in the States. Our B&B's provided breakfast - juice, cereal, toast, marmalade, jam, eggs, bacon, sausage, tomatoes, mushrooms, bans - some or all of the preceding. Morning coffee, a relatively short trip down the road every day, consisted of a beverage,



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digestives, scones or sweets. Lunch, another short ride to a pub (and every village has one!), offered a variety of selections from jacketed potatoes with beans (Keith's favorite) to ploughman's sandwiches (meats, cheeses, breads).

Mid-afternoon brought biking to an additional halt for tea - another beverage, scone or sweet. (In England, even the marathon cricket games call a halt for tea!) Then we pulled into our last stop for the day and had just enough time to clean up for supper. What a great country!

Every day was planned along the same lines as these first ones except we began the ride from our B&B and moved to the next B&B. However, the scenery, the historic points of interest, the villages, etc were different and each more beautiful than the last.

On Sunday, the second day of the journey, we were joined by locals Andy and Hannah and John and Janet on our ride from Bosham to Winchester. What a delight to bike and visit with these tandem pairs. We got additional information on the attractions as well as knowledge about similarities and contrasts between the US and UK riding protocol. The different messages - car back vs car up; car up vs car down; the signal for slowing/stopping - caused some confusion during the ride, but we and our hosts adapted and there were few problems. The gearheads were in seventh heaven discussing derailleurs, brakes, saddles, frames, etc. Some of the retro-grouches (notably, our valiant leader) merely shook their heads in disbelief. Brooks saddles were the envy of the Americans while the Brits looked with envy at our Schwinn tote bags over the back tires.

After lunch in East Meon at the Isaac Walton Pub, we were serenaded out of the car park by other picnickers singing "Daisy, Daisy." What a great country.

Among the highlights of the 10-day biking journey were trips through tree-covered lands, fields of yellow and purple flowers, flowering rhododendrons that grow like weeds along the roads, thatch-roofed cottages, churches, abbeys, cathedrals, stained glass windows, etched glass windows, castle ruins, stately homes and castles, pubs, hills, valleys, cars on extremely narrow roads. A-roads, cycle routes through farmlands, range



sheep and cattle. Stonehenge, the sea, canal paths - the list is endless.

The cities we stayed in were Horley, Bosham, Winchester, Salisbury (two nights), Nunney, Wells, Sherborne, Swanage (three nights). Each town had its own charm and numerous sites to visit. The younger girls, who safely made it to each town in the van, were still dealing with the stress of driving, even at the end. However, they would park the van and scope out the shopping and the points of interest. They spent much more time on the tourist attractions than the bikers, although we tried to work in as much as possible before supper.

The only really touristy spot we encountered was Bath. Coming into the city on the canal paths made our visit special. Seeing the sights of the city was OK, but we discovered on this visit that the countryside on the bikes was much more appealing.

Given the option to head off on their own by train, Misty and Allison chose instead to stay with us. They made this decision based on the description of each day that Chris provided us initially. Having "done" London three days during the trip, they were quick to say that the best parts of the vacation were those spent in the quieter areas. And they honestly seemed to enjoy the company of the older adults.

We spent the last three days of the trip in Swanage where Chris and Jenny have a B&B, appropriately named Pennyfarthings. We combined biking and hiking to see the countryside, and once again, we were delighted with the results.

Two other tandem pairs spent time with us later in the journey. Andy and Ann rode their tandem trike with us several days to and around Swanage, and Mike and Ann, who were returning from a lengthy tandem journey of their own, also road with us at the end. Mike demonstrated the technique of riding the Pennyfarthing at Chris and Jenny's. Listening to the adventures of these two couples on their numerous journeys gave us the impetus to plan for more travel by tandem.

The trike was a wonder to the Americans. We were in awe of Ann's leanings on the back as she and Andy rounded the curves and descended the hills. An advantage to following their lead was that the cars provided a wider path for the bikes. An advantage to Ann and Andy - they never have to get off their bike at stop signs.



We met up with a group from the Tandem Bike Club of the UK on our last Sunday in Swanage and biked back to Pennyfarthings where they had a French picnic for us. (But first we had tea at a secluded tiny pub in the hills.) Meeting more tandem bikers and sharing experiences provided for great camaraderie and great food (again!) At the picnic the American group presented Chris with the only piece of "fancy" equipment he seemed impressed with - a Schwinn tote. He was thrilled and his fellow brits were equally impressed with the apparatus.

Joining their parents on the ride for the day were three children, each of who had a different mode of transportation. Chloe was stoker on her dad's tandem; Max was in a carrier on his mom's single bike; and Jack was in a bugger behind his parents' tandem.

On Monday a ride on a steam train to nearby Corfe Castle and a five-mile hike back over the hills to Swanage provided a panoramic view of the area and gave us a new perspective - by foot. Incidentally, Chris has been instrumental in the revival of steam trains in England and was the subject of a newspaper article on the subject.

Cameras were in constant use on the trip and sharing the photos upon our return brought discussion of the great times. We were also quick to share our good times with friends who were unable to go - they are probably tired of hearing about it.

We finished the trip out of Swage by biking to the ferry at Studland and taking the ferry to Poole. Chris and the girls took the bikes and the luggage back to the Corner House in Horley, and we bikers took the train. The bikes went back in to the bags in preparation for departure.

The Brits were quick to tell us how lucky we had been. Weather conditions for our ten days of biking had been nearly perfect. We brought rain gear, but we had to use it sparingly. We had fenders for the bikes, unheard of in Kansas, but found them necessary only one day.

The only glitch in the journey was the weight of one bike bag. Airline officials wanted to charge \$270 to ship a bike back to the US. Some bargaining brought the price down to \$90, and on July 4 the bikes and the bikers were on their way back to Kansas. The California bikers stayed a few extra days.

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Plans are in the making for next year's journey, probably to France at Chris's suggestion. We are hoping to employ his services again, at least in the planning and mapping stages.

We are looking at ways to make the trip a bit easier for next year. Keith and Ronda received their new Santana break-apart tandem at the end of July. Darrell and Kathy have ordered a break-apart bike that will surely occupy Darrel's mechanical time during the winter months. The goal, of course, is to prevent shipping charges for the large bag. Bob and Noreen have their Bike Two'sDay which they were able to pack into two standard sized suitcases.

Having seen Mike and Ann's two-week supply of clothing, etc, packed in panniers on their tandem in Swanage, we are all vowing to down-size the supply of clothing, etc. we think we need for the journey. We will be practicing throughout the year with shorter trips within the area and to other states. We are contemplating a self-contained journey through France, possibly using the BOB trailers we purchased last year.

The trip to England was worth every cent of the price and every minute of preparation. While we would like to keep it our little secret, we feel the need to share the good times with other tandem fanatics.



George Longstaff Racing tandem tricycle

Kathy Ochs  
Lenexa, KS

Editors Note: Chris & Jenny Davison are possibly the TCA's favorite British guides. After we received Kathy Och's article, we received another "Chris & Jenny" article from the tandem division of the Tulsa Bike Club. The Tulsans who went to England last fall (1996) for their "Chris & Jenny" tour were Barbara & Joe Cordts, Nickie and Bob Hall-Hensley, Pat & Dale Reynolds, Susie and Jim Sahw, and Jo Carol & Bob Williams. Their two week tour went thorough much the same area as the tour covered above. We wished we had space to print all the great tour articles we receive, and we encourage you to continue sending them to DoubleTalk. We love them, and we run all that we can.

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## WEIRD WORDS WE FOUND IN ENGLAND

Whoever it was that said Britons and Americans were two cultures separated by the same language had only grasped a piece of the truth. True enough, the words are the same (at least some) but we found the meanings to be oceans apart.

Restaurant menus provided us with much entertainment with items like "spotted dick" topping the list. "Go on" was a phrase with a seemingly endless variety of uses. "Go on" just kind of adapts to its own place in a conversation but is often used to express disbelief.

My all-time favorite is "gobsmacked" which needs no explanation because it means exactly what it sounds like - shocked and amazed.

So, a possible conversation between a Brit being a Brit and an American try to be a Brit could be this: "Right, well we experienced quite a nice main course followed by spotted dick for dessert," says the Brit.

"Go on," say the American.

"Yes, really," the Brit.

"I'm gobsmacked!"

Keith Philpott  
Lenexa, KS



## OUR BRAG ON BRAG '96

It's the 6th of June, 1996, Constance, my wife of 38 years and I find ourselves in Atlanta, Georgia, somewhat terrified. Why? We realize that we did not train the way we had planned for the ride across Georgia.

You see, we live in Michigan, Detroit, of course, where there are not many hills. In fact the only hills are the overpasses over the expressway. Outside of the city there are a few hills, but nothing to compare to Georgia.

Today's temperature is 96 degrees and everyone we met told us this is very mild. But, we took our Santana out and rode it around the motel parking lot trying to get a feel as to what it will feel like to ride in this blanket of heat. We know nothing of the area, the roads seem narrow and the traffic intermittent, we are beginning to wonder what have we gotten ourselves into.

### Day 1

We have ridden bikes across the United States and Canada, but this was different. We started by rolling our bikes right on the MARTA (Atlanta Mass Transit System) the first 29 miles of the ride was on the train. This was the first time we were able to roll our bike on and off a train, usually they are in big boxes. We can't begin to describe the looks we received from the people who were riding the train with us. Some of the people were either coming or going to church or the mall.

Little did we know that there were lots of fellow cyclists on the train with bikes also. After we left the station and walked two blocks, we were able to join the rest of the bikers and were feeling very confident that this was going to be a great day spent greeting our fellow cyclists as we joined the main group. With our legs fresh, our hearts pumping, we joined the other tandems. We first thought that the problem was our bodies, but after assessing that the problem was not our bodies, it had to be our trusted Santana. We were on for the pull of about 10 to 12 cyclists and really feeling great, really enjoying ourselves, when all of a sudden our 7 year old Santana's left pedal on the timing chain stripped out and our pace line came to an abrupt halt. At this point, we were down in the mouth, we have never been sagged. However, our

record is still intact. The sag wagon had no means of carrying our tandem, but that's when faith smiled on us again. We discovered the rest area was a mile and a half away.

We were at the top of one hill looking down and up at the next hill. We decided with our clipless pedals that we could ride the 1 1/2 miles with three pedals. We are now depending on Constance, the laborer, to carry more than her normal 75% of the load because management was short handed. So down the hill we went getting all we could out of the Black Beauty to get up the next hill. We finally made it to the rest stop.

The helpful suggestions and kindness really lifted our spirits. By the time every thing had started to settle, the radio patrol was on the air looking for help for us. After a long wait and lots of friendly talk with other cyclists, some of which suggested that our Santana was a "divorce machine", an "antique" and some suggested, relic, the TREK mechanic-on-wheels arrived. After looking the bike over, he decided that he could help us after all. He re-threaded a right crank from his parts pile so we could use it on our left side for a great price and a big sigh of relief. Our trip across Georgia had been pulled "from the fire". What remained of the day's ride was great, our confidence had soured to 100% and we were on to Oxford, Georgia.







### Day 2

By the way, my wife and I are originally from Augusta, Georgia. We moved away when we first married. We have two children, a daughter and son, one daughter-in-law and two grandchildren. We had talked about riding our bikes in Georgia many times, even toying with the idea of riding from Detroit to Georgia. So this was really a special ride for us. We were getting accustomed to the heat and the hills. The hills are out of sight! The state and people were great. There is nothing like the warm southern hospitality. All in all, it was a terrific, uneventful 609 mile ride. After a great shower and dinner, we took a bus into Madison, Georgia. This ride really gave us plenty to do and see. At the end of each day's ride, there was an information sheet about the population, the people and the history of the town. The townspeople were great hosts. You could get a Civil War history lesson on this ride. It reminded me of a trip that my wife and I took from Detroit to Washington, D.C. We traveled on one of the oldest highways in the United States. All along the way there were historical markers about Indians, the Revolutionary War and the Civil War. Madison will have great memories for us. It made us think about our past bike rides, but gave us time to go on new adventures as well.

### Day 3

We then left Madison to travel 58 miles to Milledgeville. As a child living in Georgia, I had heard a lot about Milledgeville. I even visited there once as a child for a church function. As kids we



were always told if we were not good we were going to be sent to Milledgeville Psychiatric Hospital. Our bodies were beginning to adjust to the heat and the terrain. The hills didn't look as bad as they felt. Along the way we happened to meet a distant relative. We were visiting the town and some of the historic places. At one of the museums, I started to talk to one of the town's Black Historic Museum Director. As we talked I asked about some of my family who lived in a town close by Athens. To my surprise, the gentleman we were talking to was married to one of my cousins. He took Constance and I thirty miles by car to see some of our relatives that I had not seen since I was 12 years old. What a great evening we had. We were able to re-ignite memories and visit a short while. We assured them we would return after the ride, which we did.

It was a great homecoming for us, we were made to feel like we had never left Georgia. Our bodies had begun to re-adjust to the heat and hills. We met a couple who lived in Milledgeville and were given a private car tour of the city before we were dropped off at one of the Laundromats close by. There, we talked to some townspeople and exchanged stories with other bikers.

### Day 4

Milledgeville to Swainsboro was 73.9 miles. Our daily breakfast was Cris Cakes. We now feel we are in charge of our destiny. We are riding well and there is something about a line of cyclists behind your tandem that gives you something extra. We stopped in Toombsboro to partake of the artesian well water and Constance talked to a lady in the post office awhile. On to East Georgia College for the night, a good dinner was waiting and boy, did we enjoy it!

### Day 5

Swainsboro to Statesboro was 63.6 miles. The hills were pretty much behind us now. We are beginning to feel this trip is going to be too short, everyone wants to know if we are ready to move back to Georgia. We are enjoying ourselves, but Michigan is home for us now.

During a great lunch in Metter, we were introduced to Sweet Tea. We thought we were getting a large glass of tea, but instead we had a whole pitcher and were sure we would never drink that much liquid at one time. But, we managed to



down the whole thing. The tea enabled us to endure the heat. We never forgot to drink. Cytamax, a fluid replacement, was always in order for Constance.

After lunch we were on our way out of town, we saw a couple of ladies standing along the road and we stopped to see they needed help fixing their bike. But, what rediscovered was that they were having trouble identifying some plants. After I took a look at them I told them it was a cotton plant. The four of us were Georgia natives but only I had the experience of seeing cotton grew on my relatives farm. There was cotton leftover from the year before with the seeds till in them. We all took some as a keepsake. Another good day of riding.

It is always good to have thunder and lightning at night and our tent was up to the challenge.

Day 6

Statesboro to Hinesville was 49.2 miles. We missed the hills. We are moving along at a great pace. We have grown accustomed to riding from 80 to 100 miles per day. So with only 49.2 miles for the day, we decided to go for it. We only made one stop. Then on to Fort Stewart and to the portable showers. It's great to have a hot shower each night we have been on this trip. We went into town to Sizzlers All You Can Eat and were met by a great salad bar with pickled okra. To our surprise a storm came in and it really rained. We were not too concerned about the rain at the time. The food had all of our attention and we were sure our tent would endure the storm.

Day 7

37.8 miles Hinesville to Savannah. After last night's storm we awakened to a great morning, sun is up, the heat along with it, our bodies feeling great and not because we knew this was the last day and the end of the ride. Yesterday, crossing the Canoochee River we saw three alligators. But, back to today, we were riding fast with a pace line behind us. We had that extra push and desire to take them all the way to Savannah with us, but our speed was a little much for some of them. We rode the total 37.8 miles without one stop.

We were sorry to see the tour end as we pedaled into Savannah to Grayson Stadium. The welcome party was getting under way. We watched the Dream Team kids ride in. This was a group of children who rode the tour with bicycles donated to them. We met our friends from Michigan, Trudy, James, Tina and Pointsetta.

We were surprised to find the some of the riders couldn't tell the difference between James and Tina, and Constance and me. After all, both teams were riding black Santanas, and all four of us were wearing the same jerseys.

We enjoyed the city. While in many ways Savannah reminded us of Augusta, our hometown, the beauty of the magnolia trees is unforgettable, the smell was hearty. We were able to see and smell them in their last stages for the season. We were able to walk downtown and see a few of the noted parks in town. They are great, we made plans to visit again by car.

We will board a bus in the morning to go back to Atlanta to pick up our car and back to Athens to see relatives, then it is home to Detroit. The question that keeps popping up is will we do this again. We respond with a resounding YES!!

Vern & Constance Ramsey  
Detroit, MI



## THE ADVENTURE OF OUR LIFETIME

In September of 1995 Ann Nelson of Yakima, Washington convinced her 69 year old husband Ollie that they should ride their tandem some 2500 miles to her 50th High School Reunion in Fort Wayne, Indiana. A year later her 'dream' had been exceeded by reality. The Nelson's are not new to tandeming, since their honeymoon in 1949 was a 400 mile Tandem Bicycle trip from Fort Wayne, Indiana to Wisconsin.

As you can probably imagine, we are still on an emotional high after completing 2515 miles on the seats of our Burley tandem. We rode 51 days in all (including 44 consecutively) averaging just over 49 miles per day. Our longest day was 85 miles. Our route followed much of the historic Oregon Trail and took us through 10 states. We had exceptionally good health all the way and believe it or not, we only rode in rain for two hours one morning. We did have 6 flat tires, but three of them were at a motel and two were close to repair shops. How about that! Our lowest elevation was at Umatilla, Oregon (100 ft estimated) and our highest point was on Interstate 80 just east of Laramie, Wyoming (Elev. 8640). However, there were many ups and downs along the way. Don Peterson, our friendly and efficient bicycle repair man, had equipped our bike with gear ratios that enabled us to climb each and every hill and mountain without having to walk a step. In fact, we did most of the climbing without getting down into our lowest gear. Incidentally, that lowest gear propels us only 18.5 inches for each revolution of the pedals. That figures out to over 3,000 revolutions per mile. We crossed the Yakima, Columbia, Snake, Missouri, Mississippi, and numerous smaller rivers as well as the Blue, Wasatch, and Rocky Mountain ranges. We are truly blessed to live in a country that can produce a wide variety of crops in abundance and still have so many beautiful areas that are virtually untouched. We saw apple, pear, peach and cherry orchards, grape vineyards, and vast fields of beans, peas, asparagus, onions, potatoes, and large acreages of wheat, oats, barley, corn, soy beans, and sugar beets to name a few.

We traveled at speeds ranging from 3 mph to 44 mph coming down out of the Rockies. We had our share of headwinds, but we also had about five days of wonderful tail winds. On level ground we usually pedaled between 13 and 16 miles per hour. Between Yakima and Fort Wayne we stayed in 44 different motels, two Bed and breakfasts, and two private homes. We heard crickets, locusts, frogs, and meadow larks and saw abundant wild life (none of which was night life - in fact we saw more sunrises than we did sunsets). We were often in bed by 8:30 and up by 5:00 am most of the time so that we could start at daybreak to avoid some of the heat which on a couple of days reached 100 degrees. In Galesburg, Illinois we had hundreds of fireflies (some call them lightning bugs) put on an endless dance as we took a walk in the early darkness.

We were blessed to have 15 different friends and relatives take turns driving a support vehicle which carried our luggage, spare bike tires, other spare parts (none of which were needed) and a cooler for Gatorade and Ann's allergy medication. It was very comforting to know that friendly help was never far away. In addition, the Fort Wayne News Sentinel sent a reporter and a photographer some 300 miles to Peoria to spend two days on the road with us. The reporter actually rode with us for about 70 miles. Another news Sentinel reporter, Carole Tannehill, had written a front page article and picture prior to our leaving and she called us each week to check on our progress and experience. These stories and an accompanying progress map appeared each Thursday in Fort Wayne.

Six Fort Wayne cyclists took a morning off from work to meet us in Huntington and guide us in from Huntington to Fort Wayne along a scenic route that avoided most of the heavy traffic. Three TV stations, a dozen or more of Ann's classmates, two friends from Birmingham, Michigan and Ann's 93 year old Eight Grade teacher were on hand at the motel in Fort Wayne to greet us. The Fort Wayne coverage was on the Internet, and we have received copies of articles from 14 different cities.



The question that has been directed to us most often is "What was your toughest day?" Surprisingly it was not one of our three major concerns starting out. We had been concerned about a 2,000 foot elevation steep climb up the Horse Heaven Hills on our second day of riding, the 12 mile climb up "Cabbage Hill" (dreaded by truck drivers) just west of Pendleton, Oregon and getting over the Rocky Mountains in Wyoming. Instead we had three tougher days.

The first was a 76 mile day between Baker City and Ontario in Oregon. The day started with a climb out of Baker City, followed by a long descent of several miles. We had covered 55 miles before 11 am and were feeling great even though it was getting pretty warm. We had been told that we had three miles of 6% grade and then the road would level out. Such was not the case. There were two more long tough hills and by the time we got to the top of the third one the temperature was over 100. When we stopped to rest, Ann felt dizzy from the heat. At her suggestion I poured a full bottle of water over her head and we were able to ride the last five miles to our motel. After checking in we quickly decided that our showers and lunch would have to wait until after our nap.

Our second tough day was only 33.6 miles from Ogden to Echo, Utah. Two miles after leaving the motel we picked up a 3/8" bolt in our rear tire. Changing a tire during early morning traffic on the Interstate is not very pleasant. In just a few minutes a State Patrolman pulled up behind us and we hoped his cruiser would give us a little margin of safety. OH NO! He abruptly told us that we were not allowed on the Interstate while going through Ogden and that after we got the tire changed we could not ride the one remaining mile to the next exit. With that he drove off feeling he had been kind to us by not giving us a ticket. Half an hour later we were off the Interstate and heading east toward the Wasatch Mountains. We soon encountered by far the worst head wind we had ever ridden in. We found ourselves in our lowest gear, pedaling as hard as we could and going about 3 mph. This lasted about an hour and then suddenly it stopped as we started our climb out of the valley. What a relief! (We discovered later that during extremely hot weather the valley would cool off each night and as it started to warm up in the morning the hot air would rise and the cold air from the mountains would rush down the canyon and that this phenomena would continue all summer. We were told that the rush of wind was probably moving in excess of 35 mph.) Fifteen





minutes on our space blanket watching white fleecy clouds floating over some beautiful mountain peaks soon rekindled our enthusiasm and we were on our way again. Shortly after our support van caught up to us we encountered road repairs with a very narrow shoulder. After about five miles of this we were stopped by a State Highway engineer who told us that we could not ride the next ten miles because they were working on several bridges where there would be absolutely no shoulder and four lanes of traffic was being compressed into two lanes. Reluctantly we put the bicycle on the van and drove through the area. The Engineer was right. It would have been very dangerous to be on a bike. We were really glad to reach Echo, a town of about 50 people, one motel, and one restaurant that served fantastic cinnamon rolls.

Our third tough day was our first full day of riding in Iowa. We had been told that Iowa was not as level as it looked on the map, but we weren't prepared for what we encountered. Highway 34 turned out to be a very busy two lane highway and virtually no shoulder. After twenty-five miles of dodging traffic we opted to follow "Old 34" into Corning. We soon discovered why there was almost no traffic. The paving was old and very rough - there was no shoulder - and we must have climbed at least thirty-five steep, but thankfully short hills. We did enjoy coasting down the other side, but the road was too rough to really enjoy it and we ended up using our brakes on most of them to avoid pot holes. We stopped to visit with a farmer who told us that we had about nine miles to go. Fifteen miles later we were delighted to find a comfortable motel in the charming town of Corning.

Over all we found semi drivers to be very friendly and courteous. One off duty driver in Wyoming told us that he had heard of our progress by CB Radio from other drivers. He also suggested that since this was Sunday that we could ride on the newly resurfaced two lane of the westbound divided highway. So for the next five miles we had a private two lane smooth highway all to ourselves. He also told us of a parallel road that would be about five miles further but with almost no traffic. It was a fantastic route that took us through Fort Bridger and Lyman. When we got the center of Lyman we met a Cattle Drive that was making a right turn just ahead of us on the main cross street. We did not see the entire herd, but there were four cowboys bringing up

the rear. There must have been quite a few head of cattle judging by the deposits that we had to dodge for the next five miles.

We had planned this Adventure for about 10 months - put in 1000 miles of training - and still weren't sure that we could do the whole thing. Our hopes were so high that we were fearful that we and others would be disappointed. Such was not the case. Reality surpassed all of our dreams. We felt stronger as we finished than when we started. We really did not want it to end. Ann's Reunion was great, but just as in life, the Journey was just as important as the goal. I can't begin to tell you about all the wonderful people we met or the interesting places we saw, but our lives have truly been enriched by this experience.

P.S. Thank you "DoubleTalk" for printing our pleas for help nearly a year ago and to the several "DoubleTalk" readers who wrote letters urging us to "go for it". A very special thank you to TCA members Steve and Sherry Jones of Grand Island, Nebraska for opening their home and their hearts to us.

Ann & Ollie Nelson  
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## TANDEM TORTURE

A loud metallic 'clank' broke my concentration on the riders just ahead. Our feet were still spinning but the bike was slowing to a stop. Looking down I saw the timing chain draped over the front pedal. It had come off the chainring. Freya and I looked at each other, she bewildered and I embarrassed, and then we both looked at the line of riders receding into the distance. We had just ridden all of a half mile and already we had lost the group.

I met Freya at a bike expo, not having seen her since my waning days as a member of the same bike club over a decade ago, when my two new daughters began to absorb all my free time and attention. Freya, in the meantime, had become club president. Having purchased a tandem in December I had little opportunity, given this winter, to gain expertise. This was to become abundantly evident to Freya as the ride progressed. In any event, I had suggested we try a ride together, and the Stanford Road Youth Hostel pancake breakfast seemed ideal.

Until the timing chain came off. As I was able to put it back by hand, it dawned on me how loose it had been. And it dawned on Freya just how little I knew about tandems. This didn't help here confidence as we plunged down our one big hill at 30?, 35?, 40? mph. I don't have a computer. I was impressed with Freya's bravery. She didn't utter a word. I had never descended a steep hill with the bike before. Half way down I heard what I thought was a squeaking noise from the bike. It was the first sound Freya had been able to utter since we began the descent. It was not a brave sound; it was not a happy sound. I began to realize it was a paralyzed-with-fear sound. We slowly braked to a stop in town.

Freya complained about being uncomfortable and I altered her seat angle, hoping it would help. It didn't. Along the valley road we met Bill and Mary Carran on their tandem. They were out watching the bike race taking place that day. We told them about the pancake breakfast and accompanied them back to their car for money. But accompanied is not quite the right word. They pedaled, then coasted as they waited for us to catch up. We pedaled furiously just to hang on. Then a group of racers passed us at top

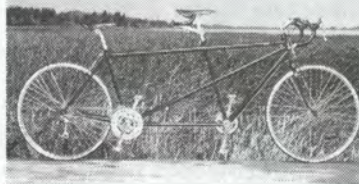
speed. "I know those guys", said Bill, "I used to ride with them." Ohhhhhh.

The Currans were helpful in diagnosing another of Freya's pains. Her left shoulder hurt. "I know what you're doing wrong," exclaimed Bill, "you're probably trying to look over Marty's shoulder in order to see the road up ahead." But, I like to see the road." Freya rejoined. "no, no, no," replied Bill. "you shouldn't WANT to see the road." Bill passed on a few other tips about how coordination and communication was necessary to make a good tandem team. A few moments later, as we remounted for the ride to the youth hostel, we were startled by the sight of Mary running down the road, yelling to Bill to stop, so she could get on. He hadn't quite noticed....

Not long after, on a quick down and uphill, I failed to make the shift to the granny gear and left us stranded part way up the hill. A while later the chain on the derailleur side of the bike came off. Freya's confidence in me was hitting rock bottom. Had I



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been of a different nationality, it would have been time to draw my sword and perform ritual suicide. Had I a sword in hand I might have used it on the bike.

The scene at the youth hostel was wonderful as a large crowd attempted to eat their way through stacks of pancakes and sausage. My wife, Mary Ann, and daughter, Laura, were looking bright and clean, having come to meet us by car. They were in sharp contrast to our sweaty, bedraggled appearance. Laura said we looked like road kill.



I ate meagerly, anticipating our climb out of the valley. Freya gorged herself. Thinking to make a joke, I waited until she had poured a cup of syrup on her second helping of pancakes and then barked, "OKAY, put that stuff in your pocket and let's saddle up!" Freya, conditioned for over a decade to the subtle gentility of bike club etiquette was rising out of her chair and grabbing for her plate with a wild look in here eyes until they caught mine and realized I was kidding.

Freya's relief that much of her pain had subsided over breakfast was tempered by the fact that we still had a steep climb out of the valley. Another bad shift left the chain caught between middle and granny gears, and another set of greasy fingers fixed it. I had warned Freya that tandems climb hills slowly. Not the Curran's tandem, just mine. Surprisingly we took the hill quite well. In fact, Freya remarked that the tandem went up hill better than her single bike did. She wasn't straining at all, and engaged in a fine

monologue about the state of the bike club all the way up the climb. "Funny", she said to me, "you seem to be kind of winded".

Post Script: The next day I brought the tandem in to my local bike shop to have the timing chain tightened. My mechanical abilities, or the lack of them, are well known to the shop. The young mechanic, crouching down over the bike, turned to ask me if I liked the cranks being out of phase. I proceeded to give him a five minute lecture on how wonderful out of phase cranks were. This was verbatim from a tandem book I had read. He patiently waited for me to finish and then asked, "Do you want them THIS much out of phase?" I looked closer. The pedals were almost 180 opposite each other. Did the chain come off, by any chance?" he queried. "Well, yes", I replied. "Did you reset the crank position when you put the chain back on?" he asked. "Er...um... well sort of", I stammered.

How the heck did we ever ride this thing for 30 miles, I wondered, as I quietly slunk out of the bike shop, trying to steady the tandem with one hand and cover my red face with the other.

Added notes: I did get my Burley shifting working properly at last. A local bike shop swapped derailleurs and also replaced the inner chainring with a narrower steel one. This last did the trick. Since then we've taken lots of hills quite happily, well, no hill is ever taken happily, but at least we get the gear we want and struggle up, as best we can.

We're still riding in 30 degree weather with some toe warmers - chemical pads that release heat upon contact with the air.

Marty Cooperman  
Cleveland Heights, OH



## TRUE LOVE AND A TANDEM TOO!

In 1983 I had back surgery after a car accident pushed my already bad back to the limits of my pain threshold and I could hardly walk, sit, sleep. The surgery helped (for awhile) but the pain never completely went away. The therapist that was helping me said I should try bicycling. That did it - it made me feel good, not only my back quit aching, my body and soul felt better. I liked it! Within 6 months I had done my first century, the Solvang SCOR. This was my first organized ride that I had ever done, BOY was I really hooked now. Next came the L.A. Wheelman's Grand Tour and my first 200 mile ride, I wasn't fast on either ride but I made it. What a feeling of accomplishment, here I was almost 50 years old and I felt better than ever. In 1992, I ordered a tandem from Nashbar, they had a sale and it was under \$1,000 delivered. I thought that I might be able to get my youngest son on the back of it. He is handicapped, mild C.P. some fine motor problems etc. BUT he can pedal. We took it on a few rides but he really didn't get to excited about it and keeping his feet in the toe clips was a chore. So the bike sat in the garage, just like new, hardly used TILL one day at the beginning of a new romance in mid 1994, I asked my new friend if she would like to try out the tandem. Linda had ridden a single bike for some time but not a lot, so on our rides together we weren't matched very well, I had been averaging about 6500 miles a year and she maybe 650. I suggested that she try being my stoker on the Solvang Prelude - 50 miles - we did a few test miles, fell before we went 3 feet the first time, but we finally got the hang of it although not the proper way. Off to the Solvang Prelude we went - that was it - we were a team. By March of 1995 we decided that we needed a better tandem, that mail order tandem was too hard to handle and too inflexible. So off to Bud's cycle we went for a test ride on a new SANTANA Sovereign aluminum, it was love at first ride. But this is a big expense, nearly \$5,000 out the door with tax and a few extras like STI shifters, a drag brake and anodized violet color, too big an expense for one person so we decided to go 50/50, OH-OH our first commitment. We rode our first century on the tandem (Linda's first century ever) at

the Great Western bike rally, Boy was it hilly, Linda had to walk the last few hundred feet of one climb.

By the time we rode the Mojave by moonlight and other rides we had improved a lot. I saw a write up for the Santana tour/rally of the wine country in October 95, we signed up for it, again we went 50/50.

We had the best time and met some really nice people and Santana did a fantastic job on the food, routes everything. Some had gone on a European Santana tour and said it was just the best. Santana is going to do the European tour again in August of 1997, We decided right there and then that this was a lifetime commitment, for us and for tandeming. We signed up for the 1997 European tour and decided to get married in July 1997 and use this as our honeymoon.

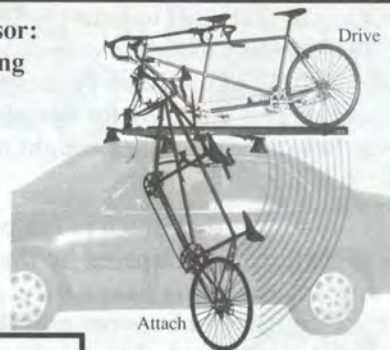
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## NOVA SCOTIA/PEI ADVENTURE

Riders: Brian & Sherrie Krown; Charlie & Phyllis Myer; Marcia Stroup; Todd Stommel; Ron & Linda VanLaere

Planning for the trip began in the fall of 95 by collecting travel information from the tourist bureau from both provinces. They really do provide good info on lodging, food, camping and maps.

Our initial thoughts were to obtain accommodations as we arrived in the towns. This had worked well in France, and it would allow more flexibility selecting our routes. As we obtained more info regarding weather and lodging, it became clear that lodging for eight people might be difficult to obtain. We then elected to reserve lodging through the province tourists bureau. The reservations were made in early 1996, using the toll free number. We were told that it's a good thing we did this, since the two weeks we were touring were the busiest of the season with the best weather.

With accommodations behind us we booked airline tickets using the League of American Bicyclists travel services. This allowed free passage for the bikes and in the end a reduced fare due to the travel agency finding a lower fare.

July 27 - Lafayette to Halifax

Our flight left from Indy with a transfer in Detroit. This worked out well in that the same plane was used to fly on to Halifax. The bikes didn't have to make a transfer even though we did have to exit the plane. On arriving in Halifax we were told by the baggage handlers that we better have rain coats because it had been raining for the past six weeks. When catching the scuttle to the hotel the roads were wet and the sky was dark! Hopefully we made the right decision for a trip, but oh well we can't ride today so it was time to assemble bikes and get a good dinner. Halifax airport is about 18 miles North of the city which required us to taxi into town for the evening. A walk along the bay (boardwalk) and Dinner at Five Fishermen made for a memorable evening for our first night in Nova Scotia.

July 28 - Halifax to Tantallon (68 miles)

We awoke to foggy but dry conditions and after a quick breakfast we were anxious to get started.

Due to the limited roads from point to point we had to ride five miles on a four lane highway. The road was the main highway from New Brunswick and quite busy however a very wide berm made it tolerable. Once off this and on to Waverly Road, the true beauty of the Province came out. The road twisted and turned along a beautiful lake for the next six miles. The route took us into Dartmouth where we planned to catch the ferry over to downtown Halifax. We had been assured that the ferry runs around the clock; however, the locked door caused a change in plans. Two bridges span the bay so off we went to the first bridge about a mile away. We weren't charged a toll for crossing the bridge, however we were required to walk the bikes over the mile long bridge due to the narrow sidewalk. The walk did afford a beautiful view of both cities. Once across we traveled back streets avoiding traffic looking for the quickest way out of town. We were headed for Peggys Cove and knew the roads would be busy. The first 10 miles were just that: not too memorable, however once we reached the coastline the traffic diminished and the beauty of the Maritimes was now with us. Peggys Cove is one of the most quaint fishing villages along the lighthouse route (South Shore Drive). The old buildings, lobster traps, boats and lighthouse make it very picturesque. This also makes it very popular for tourists and more crowded as the day passed. We talked to a couple who were camped nearby, asking them about good restaurants. Their recommendation took us away from the crowds to a Candlerigg's about two miles on up the road. Excellent Scottish food and very quaint interior with a gift shop full of nice items. From there it was off to Tantallon for our first night in a B&B. The B&B was called the "Teddy Bear" due to the owner collecting and displaying bears everywhere. The evening was memorable, with conversation with the owners Tom & Elsie Betts and her parents and warm chocolate chip cookies.

July 29 - Tantallon to Lunenburg (55 miles)

Leaving Tantallon we followed the coast, stopping several times for pictures of the seacoast. We stopped in Chester at a wonderful bakery and had coffee and baked goods as we watched the locals from the sidewalk tables. We decided this should be



a routine for each day on the Province. Our route skirted the coastline then cut across small peninsulas to the next bay, allowing for varied riding conditions and scenery. We arrived in Mahone Bay to see Bike Vermont riders walking the streets. We talked to several and learned they were riding a 25 mile loop from Lunenburg and were having a great time. Mahone Bay was the first sizable ocean side village on the trip and we found several shops worth visiting, plus some interesting bars and a fruit market that would see us tomorrow. After lunch we followed the coast road for six miles into Lunenburg. Our B&B (Lincoln House) was on the hill overlooking the bay. The owners were excellent hosts, and they recommended a small restaurant downtown for dinner. The town did depend on tourism along with fishing, however it was Monday and the majority of the tourists were gone. We walked along the dock admiring the Blue Nose II and other sailing vessels and getting an idea what life might have been like in the past. On the way back to the B&B we stopped at several churches to admire the history and even strolled through the city cemetery where some of the names were illegible due to their age and the sea air.

July 30 - Lunenburg to Windsor (57 miles)

Breakfast at the Lincoln House was probably the most memorable meal for me. Excellent fricassee, coffee and seating overlooking the bay made for a perfect beginning to the day. Today we would be backtracking through Mahone Bay and Chester to cross the Province. A stop at the local market for picnic items was necessary due to the isolation of the central province. As we left Chester and pedaled inland we encountered sizable rollers for 15 miles. At this point we were near the middle and the high ground of the central province. We stopped a convenience store near Vaughn for drinks, then proceeded to a small park alongside a lake. After a lunch of wine, cheese, salmon pate, fruit and fresh breads we followed a stream downhill to Windsor, making the last part of the trip most enjoyable. Arriving in Windsor we found the Clockmakers Inn right at the intersection of two main roads. The proprietors were out for a while so we relaxed on the lawn with refreshments from a nearby convenience store. After our brief nap the owners returned and showers were in order. What a beautiful B&B with quite a history and quaint hosts! We walked the streets of Windsor, admiring the local churches.

Afterward we had a nice dinner at a local restaurant then returned to the B&B to catch up on the Olympics.

July 31 - Windsor to Maitland (58.5 miles)

Breakfast at the Clockmaker's Inn was great and conversation with the hostess was really fun. She was watching her granddaughter while serving breakfast and telling us more history of the house. After breakfast we headed off to Brooklyn then over to Walton. Again as we headed inland we experienced the isolation and the beauty of nature. We commented that at times it reminded us of northern Michigan. Arriving in Walton we had lunch at a local restaurant on the bay. During lunch we watched the tide come in and swallow up the nearby river. Leaving Walton we took the coast road toward Maitland. Along the way we had several views of the Bay of Fundy and the northern shores of Nova Scotia. A lady was drying dounce which she had collected at low tide and invited us to share a few. Some of the group took part and tasted the salty vegetation which tasted quite different but good. Traveling on we took the road to Byrnt Cote head road as recommended by one of the tour maps. We found the road quite rough and only a couple of sites



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to see. Returning to the main road we stopped in a nearby town for a drink and snack. Back on the road we pedaled on to Maitland and check in at the Folly House. Initially the B&B looked good however after an evening of relaxation with their dog, the establishment ended up with the lowest rating of the trip. They did however have plenty of cold beer!

#### August 1 - Maitland to Truro (25 miles)

Breakfast with the dog at Folley House, then it was off to ride the Tidal Bore. The weather was very questionable and quit cool. We knew we'd get wet on the Tidal Bore anyway, so off we went. The Schubernacadie River Runners is located a mile West of Maitland right on the mouth of the Schubernacadie River. Since the high tide didn't start until around 12 noon we visited the Breezy Burrow flower gardens and afterward a restored home of a local ship builder. Seems he had built the largest ship in the Bay of Fundy and was known through out the province as a builder of ships. Maitland had been a major ship building region due to the high tides allowing easy launching of the ships. Around 11:00 we headed over to the rafting company to suit up for the trip. Brian operated the company and gave us a brief history of its origin. Seems Brian had worked for another rafting company and made several suggestions regarding improvements to the concession. When his suggestions were passed over he opened his business and began competing with the others. After donning raincoats and receiving instructions we were off to see the bore. Each boat (rubber raft) held eight people so the entire gang was in one boat. We headed out into the river looking for the tide. We waited and waited! After about 20 minutes Brian alerted us that the tide was approaching. Watching the river, we noticed a line across the mouth. As it approached the tide became more pronounced and once reaching our raft we concluded it was a wave approximately two - three feet high. It didn't seem like much however it was quite a sight to see. Brian then fired up the engine and began to pass back and forth across the wave. As the tide went up the river, the waves became more pronounced. As the river narrowed and became shallower the waves increased in height up to 10 feet. In total we rode the waves 12 miles up river passing back and forth across the extreme waves some as high as 12 feet. In the end we all decided it was quite a ride and really an experience we wouldn't forget. At the end of the ride the rain set in

and dampened the event. A quick lunch with Brian and we were off to Truro in the rain. The ride was around 20 miles and rather fast to keep warm. On arriving at the hotel it was time to warm up with a shower and get to the Laundromat. With this complete we relaxed at the hotel restaurant for a wonderful candlelight meal overlooking the bay. Three of the gang dined on lobster while the rest enjoyed other entrees. The well stocked gift shop occupied the ladies time and the guys strolled back to watch the games.

#### August 2 - Truro to Parrsboro (59 miles)

We woke to cloudy skies and a light mist. Off to breakfast at the hotel restaurant then a waiting game till around 10:00 looking for a clearing in the skies. We crosses the river on a main highway however the wide berm again made it safe but noisy. Once across we traveled the coast road for a ways then another short stint on the Trans Canadian Highway to the turn off to Parrsboro. By this time the mist had turned to light rain but at least it was warm. We traveled down the Parrsboro Road looking for the Damn Dutchman's cheese shop. Finally the signs began to appear and eventually the entrance to the place. A cinder road seemed to lead to nowhere at first then after a curve we could see a large building on the hill. The road became so steep that even granny failed when the loose gravel gave way beneath us. A short walk up the last hill and we were there. We found wonderful baked goods and plenty of gouda cheese to satisfy our appetites. The rain had ended and we enjoyed a very nice snack overlooking the Bay of Fundy. On leaving the Dutchman's the road was still cinder but downhill and just a little sloppy. We had read the tour notes by other riders and we were expecting the hill at Economy Mountain We passed through Lower Economy, Economy and Upper Economy and were beginning to wonder if the hill was maybe a myth! Not true! We eventually encountered the biggest hill of the trip and began to crank the hill at a steady granny related pace. The hill lasted for approximately two miles at around a 10% grade. At the top we enjoyed a spring on the east side of the road then a great downhill back to near sea level. We cruised along toward Parrsboro eventually stopping at hidden falls just South of Parrsboro. A five minute walk to the falls was well worth the trip. The beautiful out cropping of rock and lots of trees made this a special point of interest. After the falls it was a short distance into



Parrsboro and the Maple Inn. The Inn had previously been the town hospital, and it was quite spacious and welcoming. The hosts provided us with storage for the bikes and a cork screw for the evening refreshment. We strolled over to the wharf for a meal at the local greasy spoon. While waiting for the food we talked to a gentleman painting his boat nearby. Although we couldn't get from him the price he paid for his boat, he did make the reference to a hole in the water where you pour your money! (He also related that the boat was 40 years old and had sunk twice in it's lifetime!)

#### August 3 - Parrsboro to Amherst (42 miles)

A relatively short day into Amherst, the dropping off point for Todd. The route, even though we were traveling inland, was quite nice, following a river valley. In Amherst we encountered our first reservation glitch. The desk clerk informed us that we were a day early. Luckily she did have rooms for the night and all worked out well. After showering and a cool drink, we escorted Todd off to the bus terminal for the ride back to Halifax. The evening was spent walking the town and relaxing.

#### August 4 - Amherst to Central Badeque PEI (73 miles)

Leaving Amherst we traveled toward the North Thumberland Coat, through New Brunswick to the Borden Ferry terminal. Arriving at the ferry terminal we were told by the gate person to bypass all of the cars and proceed to the boarding ramp. We reached the ferry as the last cars were loading. We were given the last open area of the boat just inside the hatch. The ferry trip to PEI is 45 minutes and around nine miles. A bridge is being built between New Brunswick and PEI to be completed in 97. It's a massive precast concrete structure with support columns every 700'. The province of PEI required concessions prior to approval of construction such as all fabrication to take place on PEI. Aggregate for the concrete had to be imported since PEI has no gravel plus most of the other materials were imported due to the size of PEI. A massive project just to get raw materials to the fab site. The work appeared to be 40-50% complete and was quite impressive. The bridge will not allow bikers on the two lane structure due to safety issues. Arriving in Borden we traveled back roads to our B&B in Central Badeque. Our accommodations were in a farmhouse run by a retired farmer and his wife. It was very much like

staying at your grandmother's home for the holidays. The hosts were quite nice and informative regarding PEI. We biked into Summerside for dinner at a local restaurant. Following dinner, a walk on the wharf, visiting shops, and getting ice cream topped of the evening. We noticed dark clouds to the West and decided a quick trip back to the B&B was in order. The 8 miles back was made in record time for the trip and just in time to beat the rain. The evening was spent discussing PEI and watching Olympics.

#### August 5 - Central Badeque to Cavendish (45 miles)

We had decided earlier in the trip that we wanted to minimize riding time on PEI and enjoy the countryside. With this in mind we took the shortest route to Cavendish. We did however make sure it passed the Witch's Tea room for baked items and coffee. Along the way we also stopped at a couple of craft shops and the birthplace of Maude Montgomery who wrote the books about Anne of Green Gables. Arriving in Cavendish we found a fairly touristy area with of course tour busses and RVs. Our accommodations were at a Tourist Farm on the East side of Cavendish near the ocean. Since we were arriving early, we elected to do our laundry while dining at a local restaurant next door. Next off to the Tourist Farm and a shower readying for LOBSTER!. We had conversed with several people regarding the church lobster dinners and decided after much discussion to eat at Rustico's Wharf Restaurant. We were told that three places were excellent with each one having a different feature. We chose the Wharf mainly due to it's proximity to the Tourist Farm. After dinner we rode the coastline back to the farm and enjoyed one of the most beautiful sunsets of our trip.

#### August 6 - Cavendish to Charlottetown (35 miles)

The Tourist farm did not include a breakfast so it was off along the coast again to Rustico and a local restaurant. While dining the waitress told us that we had a phone call! Jimmy had tracked us down with information from the Tourist Farm! No emergency, just checking on our progress and giving us the scoop back home. We then followed the coastline to a beach and enjoyed a quick dip in the North Atlantic prior to trekking on in to Charlottetown. The MacInnis B&B was run by a slightly gruff Scottish lady. She was very accommodating but wasn't to interested in much conversation. The town had several nice restaurants with several providing



outside dining. We did end up dining outside after much discussion over afternoon brewskis. On the walk back to the B&B we visited the wharf, several shops and Cows (PEI's answer to Ben & Jerry's). The whole gang was intrigued by the Cow's shirts and paraphernalia. Needless to say, we dropped quite a few bucks in Charlottetown that day.

August 7 - Charlottetown to Pictou NS (45 miles)

A good breakfast and were off to the Wood Islands ferry. The route we took kept us off the main highway and was fairly hilly. It was warming up and a cool drink was in order. We noticed a fishing lake ahead and pulled in to find a quaint bait shop with soda machine and picnic tables. Perfect timing and a beautiful setting for a mid morning break. On toward the ferry where again we were instructed to pass the line of cars and proceed to the dock. The ferry was approaching as we reached to boarding ramp allowing us to get a full view of the operation. This ferry trip was 22 miles, taking over an hour. It allowed time for a quick nap and a bit of dolphin viewing. This time we the first on the ferry and luckily the first off. Departing the ferry we traveled 6 miles into Pictou and checked in at our B&B for the evening. The B&B was nice, however the hostess was quite bitchy. Her manners were not at all hospitable and we were sure that her future in hosting a B&B might be limited. We were here, however and would make the best of it. Just another experience! We did ask for info on dining and were directed to a restaurant near downtown which was acceptable. We did notice a competing B&B down the street which was very nice. It had at one time been the American Consulate for Nova Scotia. After dinner we checked out the reconstruction of a sailing ship which seemed to be in limbo at the time.

August 8 - Pictou to Upper Stewackie (50 miles)

Breakfast at the B&B was rather sparse. We looked forward to a visit to the local bakery before leaving town. Crossing the bay on a causeway, we passed a pulp mill which was known for stinking up the town. From there we headed off into the wilderness of eastern Nova Scotia. The area was very pretty, with very few people. There was an area where no houses existed for ten miles. Once through this area we followed a river to the Lansdown Lodge for the evening. We weren't sure what to expect since we knew it was a hunting lodge. On arriving the owner, Tom, greeted us and reminded us that we

were a little early. We assured him that any old shade tree would do for a while and if he had any beer we would be very content. Tom came through and in an hour he was directing us into the lodge. It turned out to be one of the most memorable places we visited. There were five bedrooms off a main room which had a bar, several couches and chairs and two bathrooms. The lodge was rustic with deer heads and stuffed fish adorning the walls. To one end was a large TV with a VCR and probably 50 tapes of hunting and fishing adventures. To our dismay the TV was not able to receive any channels nor were there any tapes other than hunting & fishing. We accused Tom of trying to brainwash us into returning for an expedition in the fall. Oh, yes, to top it off the lodge was built about 100' from a mountain stream adding to the beauty. For dinner we rode four miles to Bev's diner and had a nice meal.

August 9 - Upper Stewackie to Enfield (54 miles)

Destination was to be Dartmouth, just across the river from Halifax. We had to cross over the small mountain range, however with a tip from Tom, we backtracked two miles and took the easier route. Once over the mountain the road followed a river toward the Atlantic. We arrived at a decision point at 35 miles and elected to head for the airport rather than Dartmouth. Our thoughts were to box up the bikes at the hotel and then spent the evening and Saturday in Halifax. This would eliminate the hassle of riding to the airport on Saturday and boxing the bikes in a hurry. After boxing the bikes was completed we took minimum baggage into Halifax by cab and dined at the Bistro just down the street from our B&B, The Garden Inn.

August 10

The day consisted of sight seeing and shopping with each person/couple doing their own thing. We were all going to meet back at the hotel in the evening.

August 11 - Halifax to Lafayette

We arrived at the airport early with boxed bikes and luggage, only to find that our flight had been canceled. "Weather related problems" per the ticket agent, however we found later that Northwest was the only airline not making flights. After negotiating with the agents, we booked a flight in the afternoon through Toronto. Back to the hotel for a nap and



breakfast, all paid for by the airline. In the afternoon we did make it to Toronto and after a four hour layover found that the flight to Detroit was also canceled due to mechanical problems. We were stuck in the airport with everything closed down. Finally at 12 midnight we were able to catch a flight into Detroit arriving around 1:30. We immediately booked a flight to Indianapolis for 7:00 AM and settled for three hours of sleep at a nearby hotel at 2:30 AM. The 7:00 flight did make connections and the bikes did make the flight. We arrived home around 10:00 AM and just crashed for the day!

Summary:

Overall the ride was one of the best we've had to date. The size of the Province was small enough that each daily ride had varying conditions from mountain streams to forests to sea coast panoramas.

The food was excellent with seafood available almost everywhere at reasonable costs. Accommodations were for the most part excellent and quaint. The favorable exchange rate made the expenses very reasonable. The B&Bs cost in the area of \$20 per person regardless of number of people. The friendship encountered at these establishments made for an unforgettable vacation. The people of Nova Scotia and PEI were very friendly and helpful usually wanting to discuss our trip and wishing us well as we passed through the many villages. We thoroughly enjoyed the Maritimes and as recommended by nearly all we will return to visit the Cabot Trail and possibly the Annapolis Valley on a future trip.

Charlie & Phyllis Myer  
Lafayette, IN

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## VERMONT AIN'T FLAT

The fall colors were spectacular, the inns were lovely, the locals were friendly and the air was clear and crisp. BUT . . . VERMONT AIN'T FLAT!

It all started about a year ago when we first got our tandem. My wife, Linda, wasn't much of a bike rider; in fact, she wasn't much into any kind of exercise. But, much to my amazement and pleasure, she loves riding the tandem. In short order she was riding over Sepulveda pass to Santa Monica and doing other rides of 50 or more miles on a pretty regular basis. It wasn't long before she said to me that she'd like our next vacation to be a bike tour! I was shocked, but I hid it well, and we began planning our trip to Vermont.

We decided for our first bike tour we would go with a commercial company, thinking it might be trying enough without having to deal with all the logistics ourselves. Well, we picked a gem! Bike Vermont, which operates out of Woodstock, Vermont (No, that was Woodstock New York; this Woodstock is very quiet and has often been called the "prettiest town in America"), was neither the least nor the most expensive operator. We picked it because it offered experience, full sag support, an attractive itinerary and a casual atmosphere (one company's brochure shoed everyone "dressed" for

dinner; coats and ties, etc. A definite zero). It turned out to be a great choice. Their route selection and directions were excellent, their guides were friendly, interesting people and the inns were wonderful.

The only details we had to attend to was getting ourselves and our tandem to Middlebury, Vermont, where our tour began. Now that doesn't sound like much of a challenge, unless you understand what a challenge it is to travel with a tandem. We didn't before, but we do now. After innumerable phone calls to bike container manufacturers, the airlines, UPS and several obscure trucking companies I was more confused than when I started. Finally, I got smart and called Dennis Coffman at Rincon Cycles in Carpinteria, California where I'd bought my tandem. "No problem," says he, and he made arrangements for my bike to be shipped directly tot he inn and then returned to me after the trip, for about half the cost of anything I'd encountered. He also provided a sturdy shipping box and packed the bike. Thank you, Dennis! If I ever replace my tandem, Dennis gets the business, and it's going to be one of those with the new S&S couplings that comes apart and packs in two standard size suitcases.

Getting us to Middlebury was easy. We left home for LAX around 7:30 am and flew to Albany,



New York. (Burlington, Vermont is closer, but our airline mileage award doesn't go there.) Then we drove about three hours in the dark and the rain. Not a good sign! We arrived at the Swift House Inn in Middlebury at about 11:30 Saturday night. There was no one at the reception desk, but a little sign said to dial a three digit number and someone would come out to help us. We did, and they did. Just as we were giving her our name, the phone rang. She answered it, nodded her head, looked at us, said, "It's your son," and handed me the phone. Again, not a good sign! It turned out that a brief power failure had messed with our outdoor lights, and our family was using our house for a party. They tell me I throw one heck of a party when I'm not there.



The next morning, Sunday, I unpacked and began to reassemble the tandem. All went well until I got to the stoker's handlebars. They wouldn't stay in place. Again, not a good sign. It turned out that the threads in the stoker stem had stripped. After a few attempts at quick fixes, it became clear that we needed to find a new stoker stem. So, we got a nice car tour of Vermont before we began our bike tour. Essex Junction Bicycles (about 50 miles away) carried tandems and was kind enough to sell me the stem off one of them. Aside from the travel time, rewrapping the handlebar tape was the most time-consuming part of the repair. Now, we were ready to ride.

Sunday evening the group met for dinner and a brief orientation. Of the fifteen clients, we were one

of the only two couples, and the only ones on a tandem. Riders' experience levels varied, but we all looked forward to a wonderful week on the road. Daily mileage would be around 30 miles, with options adding up to about 15 extra miles each day. These moderate distances were designed to allow plenty of time to enjoy the scenery and points of interest. As we learned, 40 or so miles a day was plenty.

Monday dawned clear and cool. Light tights, long sleeve jerseys and windbreakers, were the order of the day. We began, as we would each day of the tour, with a hearty breakfast, including eggs, ham, bacon and/or sausage, potatoes, pancakes or French toast, juice, coffee, etc., etc. Then, a preview of the day's route, complete with suggestions of interesting places to stop and good places to eat lunch (While snacks were available all day from the sag wagon, a real lunch, a picnic in fact, was provided on one day only.), and we were off.

We hadn't gone more than a couple of hundred yards before Linda insisted we stop. We were riding by an old cemetery, with headstones all askew, and she couldn't resist taking a closer look. It really was interesting, with markers dating back to the 1700's, many of which were all but impossible to read, they were so worn down. We continued on, passing through several small, and I do mean small, towns, each one quainter than the last. A short side trip to view a waterfall, and then back on the main route.

We were riding through the Otter Creek Valley at the extreme western edge of Vermont. Lake Champlain, which defines much of the Vermont - New York border, was always nearby. We got some great views across the lake to the "High Peaks" of New York. As we neared the end of the day's ride, we passed Woody Jackson's Holy Cow, Inc. (Woody is responsible for Ben and Jerry's cow logo and much of the rest of the cow craze.) The last "sight" was our first covered bridge of the tour, the Pulp Mill covered bridge. An early return to our inn allowed plenty of time for a shower and a nap before dinner.

We'd ridden only about 45 miles this day, but we were beginning to learn another reason the mileage was 'moderate': Vermont ain't flat! It seemed we'd been riding up little hills all day; never real steep, never real long, but they were there all day long. Ride up this hill, then another, then a little flat stretch (at least I think it was sort of flat), then



another little hill. Whew! When do we get to go downhill?

Weatherwise, Tuesday was much like Monday. We started out around 9 am with temperatures in the mid-forties, rising to the mid to high 60's in the afternoon. We passed through picturesque Middlebury College as we left town. The campus is classic New England: Ivy-covered stone buildings separated by spacious greens, criss-crossed by students. At midday we picnicked at Chimney Point State Historic site, at the foot of a bridge to New York. Sandwiches, fresh fruit and cookies, all washed down with fresh, local cider.

After lunch we enjoyed a rare, sustained downhill. Why do they always have a blind curve and/or railroad tracks at the bottom? At about mile 40 we arrived at the Shoreham Inn, our lodging for the night. The inn is over 200 years old; it's been in continuous operation as a public inn since 1790! It was almost as delightful as our hostess, Cleo Alter. She made you feel as if you've just come for a visit with your favorite aunt. (In New England, that's pronounced, "aahnt.")



As we headed out the next morning it seemed a little cooler, and windier. As the day progressed, the winds got stronger, and the sun a little scarcer. So even if when we weren't climbing a hill, it felt like it. Our route took us past an historic marker commemorating Ethan Allen and the Green Mountain Boys of Revolutionary War fame, and then on to Larrabee's Point, where there is a ferry across Lake Champlain to New York. There is also a country store where I replaced a long-ago worn out T-shirt that says - what else? - "Vermont ain't flat".

Today's option took us to Mount Independence State Historic Site. Here the colonial army delayed an early advance of British troops into New York and points south that might have altered the outcome of the war. Here, also, I was thankful for Bike Vermont advice to equip my tandem with cross tires. We had a few miles of dirt road that, had it not been for the increased traction, would have been a bit unnerving.

Clients of Bike Vermont are encouraged to ride at their own pace, meeting up at various attractions during the day. Linda and I were frequently a mile or so ahead of the others. As a result, it turned out, we ran canine interference for them. This is, the dogs chased us, the noise would bring out their owners and they would bring in their dogs. On this day we discovered a very effective technique for chasing off the dogs. As we slowed to a stop to dismount with the bike between us and the critters (there were occasionally more than one after us at a time), I failed to get my foot out of the pedal. We, of course, fell. It scared the heck out of the dog. He turned tail and ran! Warning: Don't try this at home. It hurts to

## PEDALIN'

Pedals up, pedals down,  
When will we reach the top of this hill?  
Burning thighs, gasping for breath,  
why did I ever develop this skill?

Almost there, around the next bend  
What's up ahead?  
Another twisting, climbing stretch  
I'll soon be dead!

A look around, a gulp of water,  
Share an energy bar.  
A photo opportunity,  
I can see so far!

Now, time for some real fun!  
Soaring down the road; flying, feeling free  
Oh, that's why I do this  
So exhilarating, brings out the kid in me!

Charlene Hunt





fall down. A brief stop at a country store for cider and doughnuts energized us for the remainder of the route.

A short side trip took us to another covered bridge. This one, the Shoreham Covered Bridge, was one of the last two used for railroads in Vermont. It was abandoned by the railroad in the 1950's. At the end of the day we arrived at the Lilac Inn in the town of Brandon, our home for the next two nights.

After dinner, our host, a transplanted Californian, had arranged for a slide show and lecture by the author of a recently published guide to the covered bridges of Vermont. Interesting on its own account, what made the presentation most interesting was that, during our next two days of touring, we would see or ride through four of the bridges featured in the slide show.

Now it began to get truly cold! It was 30 degrees when we left on Thursday's ride. Like good personscouts, however, we were prepared. Thermal tights with wind-panel fronts, polypro tops covered by fleece jerseys and windbreakers, heavy socks, full gloves and helmet liners. But could we generate enough power to get the bike moving with all this extra gear? Despite the cold and the overcast, this was a great day. Four, count 'em, four, covered bridges; each one more picturesque than the last. Endless vistas of farmland and fall color, and, traffic-free country roads.



Today we visited the town of Proctor, the home of the Vermont Marble Company, once one of the largest companies in the country. Marble was so abundant, it was the material of choice for workers' homes and they even had a marble Fire Station. We also visited the Wilson Castle, built in the English style, whatever that is. (I'm told a structure must have at least one turret and ramparts to qualify as a "castle" of any nationality.) Mr. Wilson built it in the 1800's, hoping it would relieve his English wife's homesickness. It didn't. His loss, our gain. Upon our return to the Lilac Inn, a hot shower revived us for a walking/shopping tour of Brandon. This is not as tiresome as it may sound, the commercial part of town is smaller than your smaller-than-average mall.

Our last day on the tour. Again it was very cold and overcast, but again we had a great day of riding anyway. Today would be a short mileage day (about 25 miles) in order to get everyone back to our starting point in Middlebury in time for showers and travel connections.

The terrain was, as usual, hilly, and a little less agricultural, but still decidedly rural. The highlight of the day was Lake Dunmore, the shore of which we followed for several miles. We had occasional sunshine that brought a sparkle to the water's surface and truly vivid colors to the leaves. We got our prize photo of the trip looking across the lake.

Vermont is the most forested state in the union - 78%. (Its closest competitor for the title is only about 50% forested.) When the days get short and coldest the green recedes from the leaves of the sugar maples, the oaks and other trees. It is replaced by the reds, golds, yellows and purples of the trees inherent chemistry, and we are treated to a display more profuse and colorful than anyplace else on earth. Who cares if Vermont ain't flat!? A little altitude just gives you a better perspective!

Jeffrey Abell  
Northridge, CA



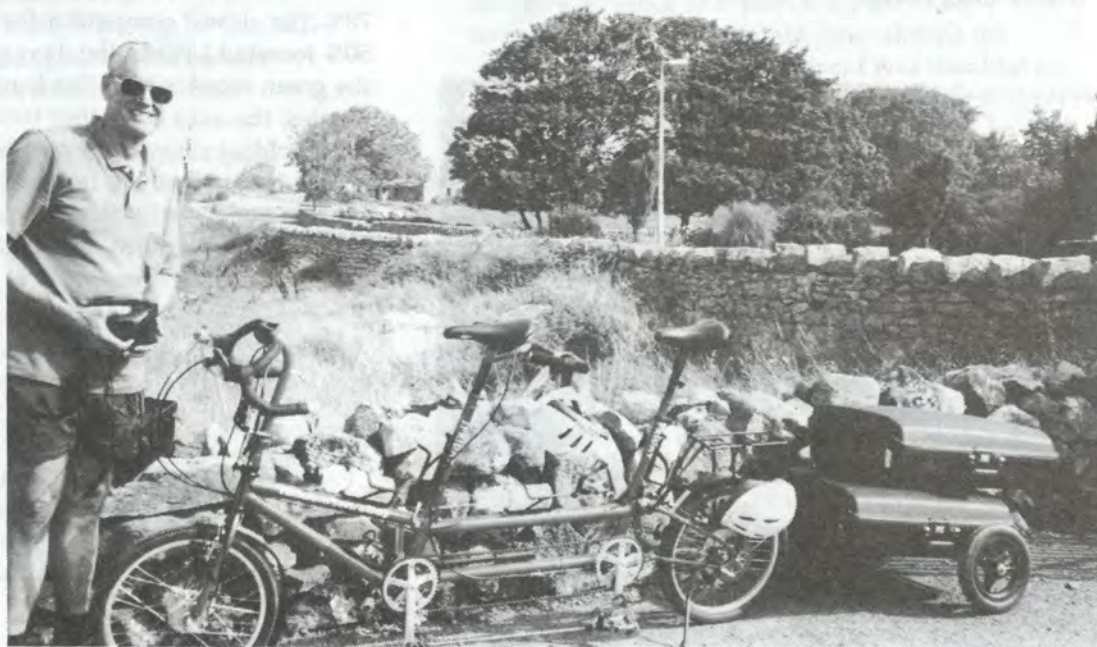
## THE GREEN HORNET GOES TO IRELAND

Ireland is known as the land with forty shades of green. When we arrived at the Shannon Airport with our Green hornet, a Tandem Two'sDay from Green Gear Cycling, we added a 41st metallic green.

It was the first day of September and we had month to explore Ireland by bicycle. The late afternoon sun shone brightly as we rode in the taxi to our Bed & breakfast. Our talkative driver gave us a hint of the mind set of the Irish people when he commented, "It's just as easy to be nice as to be nasty." That first evening we walked to a musical medieval banquet at the nearby Bunratty Castle.

In the morning we lugged the two Samsonite suitcases (with our tandem hidden inside them) down the narrow staircase and assembled our 'funny looking' bicycle on the large front patio as the other B&B guests watched, amazed at the procedure. We took a test run down the "dual carriage way" into Limerick, a mistake, as it was busy business city with lots of traffic. We agreed that the Green Hornet would use country roads and stay clear of the big cities as much as possible.

The sun was in our faces as we packed the trailer to begin our tour. The lower suitcase now had wheels on either side and a swivel handle that attached to the rear axle. It held our duffel bags. The twin suitcase was securely fastened on top with our rain gear, spare parts and a lunch of bread, cheese,



fruit and 'digestive tea biscuits'. Ready for our first day on the road, we headed north to Lough Derg, a large lake off-the-beaten-tourist-path. By late afternoon we had found our way to the Piper's Inn, up a narrow road outside of Kallaloe. Traditional Irish music, led by a local pipe fitter who had begun drinking five hours before we arrived, greeted us as we stepped inside. Our tandem slept soundly in a large shed with an old tractor and assorted dark junk. The pub goat was sleeping on the 'bonnet' (hood) of a car when we arrived and we didn't want him nibbling on our bicycle.

Our plan had been to bicycle up the west side of this lake, the largest in Ireland, but our inn keeper advised us to go west toward Lahinch for better scenery as the area north of us was all thickly forested. We took his advice and got completely lost on tiny roads that weren't shown on our map. Roger had to knock on the door of a typical whitewashed house with a tile roof to find out where we were. Forty-eight miles later we arrived on the coast, pooped, and short of our destination.



All the Irish back roads are narrow and without shoulders. There's a rock wall or a hedgerow on either side of nearly every one. We identified five classifications of back roads: 1) With a center line 2) Without a center line, 3) Chippings (gravel) 4) Chippings - with grass growing down the center 5) Green - totally overgrown with grass.

We found that the trailer was much easier to handle on these bumpy roads than the panniers we have traveled with before. In addition, noise of the strange black double suitcase rumbling behind us intimidated the dogs and we never had one chase us even though most of them were loose. After two days on the tiny back roads, we joined the tourist route along the Atlantic Ocean on our way to the Cliffs of Moher and the Burren. It was a shock to share the roads with cars, trucks, sheep, cows, pedestrians and baby carriages. Because we were now on a more traveled route, there was lots of interest in the Two'sDay and fun conversations because of it. Reactions ran from supreme compliments to shaking heads. It's the engineers and true bike enthusiasts that seem to appreciate it the most.

We stopped in Galway long enough to catch the ferry boat to the Aran Islands. The walkway onto the boat was so narrow that we had to unhitch the trailer. Roger and the boatman carried it on board while I rolled the bicycle down the gangplank. We bunged the Green Hornet to the railings beside the rest of the bicycles. A Frenchman kept eyeing the tandem from the deck above, then from a distance and finally had to come up close to examine it. Roger explained to him how things worked in some sort of sign language and the man was fascinated by the concept. He kept bringing other people from his tour group down to take a look.

After washing the salt water off the bike, the Green Hornet lived up to its name by buzzing all over the islands of Inishmore and Inishmann. We attempted to pass all 7,000 miles of rock walls on the 9 1/2 mile long island, but I think we missed some. We had a crazy ride down a steep 'green road' from the Aran Fort to the backside of the island looking for the Worm Hole, an unusual rock formation where the Atlantic waves crash below the cliffs. Far above us was Dun Aengus, one of the finest pre-historic monuments in Europe.



After three days of glorious sunshine on the islands, it was time to head for Doolin. We held our breath while our tandem was swung above the water from the concrete pier to the upper deck of the ferry boat by two strong dock hands. Doolin was reputed to be the place to hear traditional Irish music; however, the music didn't begin until 9:30 pm and by then the smoke in the pubs was dense. We spent an evening up the road in Kilfenora with a couple of fellow bicyclists from England, drinking Guinness and bear shandies until the wee hours and listening to a terrific trio - flute, guitar and singer. However, after breathing tons of second hand smoke, we decided to purchase CD's and hear the Irish music when we got home.

A remarkable thing happened in Likfenora. Before we went to the pub we took a short walk to see the monumental Celtic crosses around the local church. Continuing into town, we peeped into the tiniest bike show ever and, one by one, we stepped inside. There was room for enough for the owner, the bike he was repairing and one other person. I explained to the white-haired mechanic that I was riding on the back of a green tandem through Ireland and needed a bell. He walked right to a dusty box amid all the blackness and grime of his shop and opened a box of Raleigh bike bells. I carefully selected the one I like, tested the sound and asked the cost. With a twinkle in his eye and a gentle Irish smile, he replied, "Nothing. It's yours - and have a good journey."

Heading south to Dingle, we were getting on our Tandem Two'sDay after lunch and what should pull up in front of us but a van with a Bike Friday (the single bike from Green Gear Cycling) on the front of it. By the time we reached the top of the hill five more Fridays appeared. We took pictures, swapped adventures and discovered that they had seen our tandem at the factory when they picked up their bikes. They wondered if they'd see it in Ireland.

By now it was day 18 of sunshine. We had agreed to ride when the sun was out and take our days off when the weather was very bad, but the expected rain still hadn't come and we were getting tired! We pushed ourselves to explore the Dingle Peninsula while the weather was clear. A tremendous tail wind blew us around Sleah Head. The views of the Ring of Kerry south of us and the Blasket Islands just off the western coast were



beautiful. We locked up our bike and walked to the Bee Hives, stone homes of long ago, and the Gallarus Oratory, a remarkable stone structure from the 9th century that is still in perfect condition. The head winds hit us on our way back, but we were somewhat protected by the tall fuchsia hedgerows.

The next morning we awoke to a light drizzle so we took the day off and went for a long walk in the mist to the entrance to Dingle Bay. We caught sight of Funghi, their resident dolphin who has been delighting tourists for 14 years. During the afternoon, we poked our heads into pubs, shops and bakeries. It felt good to be completely off the bike.



Another tail wind blew us into Kilarney. Other bicyclists had warned us about the narrow roads, tourist busses and rock walls on the Ring of Kerry, so Roger's 57th birthday found us listening to a superb bus drive/tour guide and experiencing the views with 40 other people from a bus seat. Yes, we did get out quite a bit, but group travel is definitely not our style. However, we have a great appreciation for the Irish bus drivers because of this trip. Besides, it was a clear day, the scenery was magnificent and we had no idea when we'd see this area again. It was drizzling again the next morning so we took a 16 mile ride through Killarney National Park visiting the Muckross House, the nearby Traditional Farms and the Torc Waterfall. We missed the mountain views that we knew were beyond the lakes. Our afternoon was spent in the Irish Transport Museum. It was well worth a visit and full of old bicycles as well as an assortment of cars, baby carriages, and other forms of transportation.

The sky cleared once again for our ride up and through the Gap of Dunloe and Moll's Gap. This road was posted as being dangerous for cars. We challenged ourselves and the bicycle's design by bumping over the ruts, grinding through the 'loose chippings', and dodging mud puddles. Our wheels spun when the hill got too steep. Pony traps, walkers, bicyclists and a few brave drivers were the only things we had to watch out for on this route. We stopped for a bakery treat at a restaurant - a tourist hangout - at the top of Moll's Gap, our second climb. Roger was instantly surrounded by curious people. He spent at least 45 minutes answering questions about the Tandem Two'sDay before we cruised nine mile downhill into Kenmare. Over and over people would comment, "You two must be very fit."

We spent two more days in the brilliant sunshine, exploring the Beara Peninsula. Spectacular cloud formations were above us as we walked the ruins of Dunboy Castle, marveling at the quantity of stonework. On day 25 the rain finally caught up with us. By lunch time we finally put on our rain gear, but our feet were already soaked. The rain pelted us and a tail wind pushed us as we pedaled steadily into Bantry. We found an elegant B&B right in town. The dining room sported an antique mirror with porcelain figurines embedded in the center. Our hostess mentioned that Oprah Winfrey owned its twin. Fortunately, there was shelter for our bike and a covered clothes line for our wet garments. We dropped the rest of our clothes off at a local laundry and headed to The Snug for some delicious vegetable lasagna with chips (French fries).

The weather was much cooler with enormous white cumulus clouds filling the sky as we climbed the road up Mt. Gabriel and then rapidly descended to the seaside town of Schull to catch the 2:15 ferry to Baltimore. Vacationing in the off season has its advantages (no trouble getting a B&B) and disadvantages (a cut back in boat services). Ten people were hanging around the dock hoping that two more might show up so the ferry would run that afternoon. We made the quota, but had to go out to Cape Clear Island first and then catch another boat at 6:00pm for Baltimore. The boat trip to Clear Island was exciting with big swells and a wave even crashing over the bow of the boat. The sun had gone down by the time we found "Island View" B&B. We walked a couple of miles down the road to Casey's



Cabin and had a late dinner of chicken curry and spuds by the peat fire. With rain threatening, we took another day off the bike - walking, reading and sleeping.

Even after a day off, we seemed to be wearing down. The roads in County Cork were the bumpiest yet and the trailer seemed extra heavy. I think (know!) it has allowed us to carry more than we have before. However, the ride from Baltimore to Clonakilty was one of the most beautiful and varied rides we had. We pedaled through deep, dark forests, beside brilliant green folds full of black and white cows, down to sandy beaches and up some rock hills. Little showers blew by every so often. We spent some time walking to the Drombeg Stone Circle, an impressive prehistoric site with 14 evenly-spaced stones and a unique cooking pit.

The colder weather finally arrived. We started wearing long pants every day and another brisk tail wind pushed us into Kinsale, a yachting town and the gourmet center of Ireland. We were there by early afternoon. The Spanish Pub was just down the road from our B&B. Judy tried the local specialty, Scilly Pie, a spicy rendition of Shepherd's Pie. We returned to our room just as the storm began and curled up with our books. The driving rain pelted our Two'sDay, washing away some of the farmyard muck that we'd ridden through the day before.

It was still storming the next morning, but we only had two days left and needed to reach Cork to catch the train back to Limerick. We put on our rain gear and made a quick visit to the star shaped St Charles Fort which guards the harbor of Kinsale. Again we rode with a tail wind, however the rain followed us this time. We kept telling ourselves that we've been in Ireland 28 days and this was only the second time we'd ridden in the rain and really gotten wet.

We reached Cork in record time and found that a train was leaving within the half hour so we could be in Limerick by 4:30. We put the Hornet and our trailer in the luggage car and quickly jumped on. In two hours we were hitching up the trailer. There was more rain as we rode from Limerick to Hurlers Cross near Shannon Airport, but this time we also had a headwind. It was late when we finally located a place to eat Chinese food, so we had to put on our headlight and reflective clothing for a dark ride to our B&B.

Imagine Roger's delight to find two picnic tables behind our accommodation - just what he needed to work on while he took the tandem apart and refolded it into the suitcases for the trip home. Both the bike and the suitcases were still coated with animal waste from the encounter with a slippery road by a dairy farm several days before, so we had to wash everything first. Occasional rain showers blew through as we worked. After the Green Hornet was repacked, we walked the back road into Bunnatty, realizing we had gone full circle and were once again in Durty Nellies pub eating lunch.

The air was brisk and cold when we left on October 1 and the weather report said that the big storms were finally coming. Our weather had been remarkable - only four days of rain in four weeks. We had just under 700 miles on our speedometer. I know there are a lot of travelers who took pictures or have memories of talking to the two Americans riding the funny bicycle and we have an album full of memories ourselves. Everything about Ireland had been wonderful: the people, the food, the Guinness, our B&B's, the back roads, the scenery, the historical sights, the unexpected cows or sheep on the road. The friendly, outgoing spirit of Irish people will remain with us for the rest of our lives.

An Irish Blessing  
 May the road rise to meet you.  
 May the wind be always at your back  
 May the sun shine warm upon your face,  
 the rain fall soft upon your fields,  
 And until we meet again,  
 May Good hold you in the palm of his hand.

Roger & Judy Dumm  
 Santa Rosa, CA



# A BICYCLE BUILT FOR TWO

by James & Elisabeth Young

I first heard about this delightful book more than 10 years ago. Our good friends Doug & Sara Laird, of Minnesota, had uncovered a copy (Doug was member of the US Secret Service at the time -- they have ways of finding things!) and told us a bit about the book. Later, I had the extreme pleasure of meeting Elisabeth Young at the Midwest Tandem Rally in Minneapolis back in 1990. She was the featured speaker at the Sunday banquet.

I'm pleased to tell you that her book, *A Bicycle Built for Two*, is again available for purchase.

For those who've just entered the sport, and haven't heard of Jim and Elisabeth, let me tell you a bit about the book.

It was 1938. Jim and Elisabeth had just married and were both working for *Sunset Magazine* in San Francisco. One day, Jim was fired. Shortly thereafter, Elisabeth quit her job after a disagreement with management. And suddenly they were faced with a dilemma: Just married, no job, the world situation looking very precarious (this was just before World War II started), they were at a loss as to what course of action to take. After some serious discussion, they decided the best option would be to take a bicycle trip across the US so that Jim, a Civil War buff, could attend the 75th Reunion of the Battle of Gettysburg (PA) before rejoining the workforce, when they

would have no vacation for some time to come. And if War broke out, they may never have such a chance.

Elisabeth was keen on the idea, but she suggested it would be better on a tandem bicycle. Jim quickly said yes, and they soon were the owners of a "fine English 3-speed tandem". From such an auspicious beginning to an adventure of their lifetime, they recorded their observations in such a way that you feel that you are with them as they journey across America.

When they finished their trip, they had become the first couple to have ever ridden a tandem across the US, and the first couple to ever ride a tandem both ways across the US (after all, they had to get back, didn't they?)

This book is a must for every serious tandem enthusiast. It is available direct from the current publisher or from selected tandem dealers.

*A Bicycle Built for Two*, by Jim & Elisabeth Young (c) 1996 by Elisabeth Larsh Young

ISBN 0-916753-02-6  
Cycling Classics  
27 Glen Alpine Road  
Piedmont, CA 94611-3522

## TCA Tandem Hospitality Homes

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

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

Tom Thalmann

e-mail sealord3@athenet.net

TCA Member No. \_\_\_\_\_ (from your label)  
STATE \_\_\_\_\_ TOWN \_\_\_\_\_  
First Names \_\_\_\_\_  
Last Name(s) \_\_\_\_\_  
Street Address \_\_\_\_\_  
Zip Code \_\_\_\_\_ Evening telephone \_\_\_\_\_  
Daytime Telephone (optional) \_\_\_\_\_  
Bedroom or tent site \_\_\_\_\_

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



# TANDEM CALENDAR 1997

May 4, 1997. **AARDVARKS (Ann Arbor Riding Duos Venturing About Rolling Kountry Side) Ride.**

Southeast Michigan. Ride will be between 45 and 60 miles with a stop for lunch. Maps provided. 10am from Chelsea State Bank, corner of old U.S. 12 and M-52. Chris and Casey Marble, 7695 Huron River Dr, Dexter, MI 48130 (313) 426-8694

May 4, 1997. **The Greater Rochester (NY) Eating & Tandemming Society Waterfall Special.** We will eat either before, during or after the ride. 1:00 pm, John & Carolyn DeHority (716) 889-5993

May 9-11, **(NEW DATE) 1997.**

**T-Bones (Tandem Bicyclists of New England) Cape Cod Weekender.** Harwichport, MA. SASE to Jean-Marie & George Lambert, P.O. Box 81, Milford, NH 03055. Ph: (603)-673-5975

May 10, 1997. **TOYS (Tandems of York, PA Society) Gettysburg College Ride.** York, PA. 36 mi, 10 am. Ride starts & ends at Gettysburg College, W. Lincoln Ave & N Washington St. Lonnie & Wendy Hamer (717) 633-7514

May 10, 1997. **Chili Pedalers La Ventana and the Malpais Ride.** Albuquerque, NM. Rolling, 35-40 mile ride to La Ventana natural arch, along the edge of El Malpais National Monument. The ride features beautiful sandstone cliffs, La Ventana natural bridge, and an overlook of the extensive lava fields of the Malpais. Karen Ann Smith (505) 897-9253. Karenann@unm.edu

May 10, 1997. **COWS (Couples On Wheels (WI)) New London Manawa Roll.** Hatton Park in New London, WI. 45 miles Tom Thalmann (414) 757-6561.

May 11, 1997. **AARDVARKS (Ann Arbor Riding Duos Venturing about Rolling Kountry Side).** Dexter, MI. Ride between 45 and 60 miles with a lunch stop. Depart from the Dexter Gazebo at 10 am. Steu and Lucy

White, 509 Bruce, Ann Arbor, MI 48103 (313) 996-2974

May 16-18, 1997 **Strawberry Jam.** Ashland, VA. CANCELED!!

May 16-18, 1997. **Prairie State Tandem Rally.** Springfield, Illinois. Registration fee. We were the hosts for the Midwest Tandem Rally in 1988 and think we know how to put on a good ride, good food, good weather, good food, good rides, good food, etc. John & Marcey Werthwein, 204 Pakey Rd, Springfield, IL 62707 e-mail illtandems@aol.com

May 16-18, 1997. **COWS Spring Rally.** Wausau, WI. A weekend event full of mooving experiences. Good food, good friends. SASE to Bob & Caryl Sewell, 17760 Gebhardt Rd, Brookfield, WI 53045

May 17, 1997. **11th Annual Miami (Ohio) Valley Tandem Rally.** Fort St Clair, Eaton, Ohio. Hosted by the GOATS (Greater Ohio Area Tandem Society. Ride to eat, eat to ride. Catered meal. Flat to rolling terrain. 10 to 62 miles. Motel space limited. Business size SASE to Norm Bernhardt, 2639 Morning Sun Drive,

## TANDEM RACES



May 4, 1997. **Cedar Valley Cyclists Time Trial & Road Race.** Finchford, IA (near Cedar Falls). Tandem categories; USCF m/m or m/f and citizen. 5 mile time trial and 35 mile road race. For info, call Cindy at (319) 277-0734 (9am to 2pm) or (319) 266-9595 evenings.

May 24-26, 1997. **6th annual Platte Bridge Station Stage Race.** Casper, WY This will be the second year we are running a mixed tandem category. 1k prologue Saturday morning, followed by a 56 mile out-and-back road race with a couple of good climbs. Sunday features an early morning time trial on a flat, 16 mile course, then the Casper Classic Downtown Criterium 11 am to dusk. Monday will satisfy the climbers with a grueling circuit along the base of Casper Mountain. \$8000 purse. Registration fee. (307) 266-1136 for a race flyer.

June 14-15, 1997. **15th Annual National 24-hour Challenge.** Byron Center, MI (10 miles south and 3 miles west of Grand Rapids, MI). 4 tandem bicycle classes, including recumbent tandems. For more info, SASE to National 24Hr Challenge, 2212 College Ave SE, Grand Rapids MI 49507 or

call (616)-241-1969/fax (616)-452-2453/e-mail N24HC@aol.com.

June 22, 1997. **Greenfield Criterium.** Greenfield Industrial Park, Lancaster, PA. 1 mile criterium course, closed to traffic. 10-15 mile length. A beautiful setting and excellent roads. For info, contact Brad Ober @ (717)-733-4127.

July 3-6, 1997. **1997 Burley Cycling Classic.** Eugene, OR. Five Great Stages/4 Great Days/2 Great Classes. Limited to 70 teams (40 Senior Mixed A/30 Senior Mixed B). Contact Patty Healey, Race Director, Russ Morton, Technical Director, 4020 Stewart Rd, Eugene, OR 97402 (541)-687-1644 or fax to (541)-687-0436.

July 20, 1997. **Tour de Lititz.** Lititz, PA. A circuit race over a 3.5 mile road course that will challenge any team. Race length is 10.5 miles. Rolling closure to traffic, white line rules apply. For information, contact Cary Colon (717)-626-7490.

Send your race listings to the DoubleTalk Editors Now!

DoubleTalk Race Calendar



Fairborn, OH 45324 (513) 426-2796 or goats@erinet.com

May 17-18, 1997. **Dallas Double Dates Stoker Appreciation Ride.** "Without stokers, what's the point in tandeming?" Overnighter from Palo Pinto to Glen Rose, TX. Meet at the Palo Pinto town square 8am on the 17th. 65 miles each way. RSVP by May 10. Tom Shaddox (972) 517-4534

May 18, 1997. **AARDVARKS (Ann Arbor Riding Duos Venturing About Rolling Kountry Side).** Manchester, MI. Depart at 10 am for a 45 to 60 mile ride with a lunch stop. Meet us at the Manchester municipal parking lot. John and Joanne Phibbs, 1221 Cereal Crescent, Ann Arbor, MI 48103 (313) 663-5809

May 18, 1997. **T-Bones (Tandem Bicyclists of New England) Ride.** Needham, MA. Judy & Marc Weinberg. Lunch after the ride at \$5.00 per person. RSVP so we know how much food to buy. (617) 444-4897.

May 18, 1997. **CRABS (Couples Riding A Bicycle Simultaneously) Breakfast Ride.** Maryland. Betsy & Michael Ewell (410) 974-0178

May 18, 1997. **Triangle Area Tandem Ride.** Raleigh, NC Contact Jeff Hutchinson or Neill Ross (919) 876-9876

May 23-26, 1997. **15th Annual Kent County Spring Fling.** Chestertown, MD Preregistration is required. Events include ice cream social, dancing, evening activities, Bike - Sail rides. Great food. A traditional event with some new activities added. Contact Al or Ruth Schaffer (410) 484-0306 or SASE to Al & Ruth, 3212 Midfield Road, Baltimore, MD, 21208

May 23-26, 1997. **T-Bones (Tandem Bicyclists of New England) Southern Vermont Memorial Day Weekend.** Londonderry, VT. SASE to Bob & Carol Anderson, 72 Dianne Ave, Portsmouth, RI 02871 (401) 846-6344

May 24-27, 1997. **Sleeping Lady Tandem Rally, Leavenworth, WA.** Rides range from 30 to 100 miles. Cycle on rolling hillsides and open valleys with beautiful views. Participate in evening events at

Sleeping Lady Resort including tandem cycling workshops, dance. Food and lodging available in the downtown area. Registration fee required. Contact: Sleeping Lady Resort & Conference Retreat Center, 7375 Icicle Road, Leavenworth, WA 98826. (509) 548-6344

May 24-31, 1997 **International Tandem Rally - Virton, Belgium.** This week long 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, Derbys, 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.

May 25, 1997. **AARDVARKS (Ann Arbor Riding Duos Venturing About Rolling Kountry Side).** Saline, MI. Depart at 10 am from the Saline municipal parking lot for a 45 to 60 mile ride with a lunch stop. Steve and Diana Lansky, 1912 Covington, Ann Arbor, MI 48103 (313) 663-0347.

May 25, 1997. **Heart of Dixie Tandems ride from Pell City.** Pell City, AL. 25 or 40 miles. 8:30 am for a ride through rural Alabama. We'll eat lunch after the ride. Jack or Susan Goertz, 2220 Vanessa Dr, Birmingham, AL 35242 (205) 991-7766. goertz@mindspring.com

May 25, 1997. **COWS (Couples On Wheels (WI)) Recline with a Steer in Eagle, WI.** 20 or 40 miles. Charles Weishampel (414) 594-2845

May 26, 1997. **RATS (Richmond, VA Area Tandem Society) Memorial Day Ride.** Ride from the Carillon in Byrd Park. Contact John & Joyce Knox (804) 737-8125

May 30-June 1, 1997 **T-Bones (Tandem Bicyclists of New England) Mt. Washington Valley Venture.** Conway, NH. SASE to Nate & Mary Ellen Carmen, RR#1, Box 639, Bethlehem, NH 03754. Ph: (603)-444-6887

May 30-June 1, 1997. **CATS (Chicago Area Tandem Society) Wine Ride.**

The CATS head to Michigan. Union Pier and Three Oaks area. 40 -45 mile rides. Make your own hotel reservations at the Park In International in Stevensville, MI 800-228-5885. Ron & Marge Spears(312) 281-1267

May 31-June 1, 1997. **T-Bones (Tandem Bicyclists of New England) Camping Trip to Long Island.** New London, CT. SASE to Ray & Kristie Foss, 92 Kendall Rd, Lisbon, CT 06351 (860) 376-2717 rfoss@groton.k12.ct.us

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

June 6-8, 1997. **Downtown Austin Tandem Weekend.** Austin, TX. No registration fee. Maps will be provided. This is a first time informal event. Come join us to socialize and ride. Saturday ride is 75 miles, no short route options. Host hotel: Driskill Hotel (800-252-9367) ask for special rates. For more info: Anne or Edward Tasch, 1710 Northwood Rd, Austin, TX 78703 (512) 478-1337 or txinfo@eden.com

June 7, 1997. **T-Bones (Tandem Bicyclists of New England) Connecticut's Quiet Corner.** Woodstock, CT SASE to Ray & Kristie Foss, 92 Kendall Rd, Lisbon, CT 06351 (860) 376-2717 rfoss@groton.k12.ct.us

June 7, 1997. **Pairs & Spares mostly Tandem Ride.** Northwest Ohio. Benefits Toledo Sight Center in purchase of tandems for non sighted stokers. Harrison Lake State Park, 4 25 mile loops and a 10 mile loop. Very flat. Maps, substantial snacks, T-shirt. Toledo HI/AYH, P.O. Box 352736, Toledo OH, 43635-2736

June 19, 1997 **BART (Bay Area Roaming Tandems) joins the Tour De Marin** 100k or 50k. Questions? Call Mik & Post for planning info (415) 759-9413 (7-9pm)





June 13, 1997 **T-Bones (Tandem Bicyclists of New England) Silver Maples Meander**. Fairlee, VT. SASE to Don & Carolyn Lane, 45 School Street, Salem, NH 03079 ph: (603)-893-4766

June 14, 1997 (3rd Saturday in June) **Southern Door County Metric Century**. Door County Wisconsin. For more info contact Bob & Caryl Sewell, 17760 Gebhardt Rd, Brookfield, WI 53045

June 14, 1997. **New England Blind Stokers Tandem Ride**. Arlington, MA. Calling all captains - we need you and your tandem(s) for this 18/40 mile ride (and picnic). Rain date June 15. Len Chapman (860) 627-0729

June 14, 1997. **TOYS (Tandems of York, PA Society) "Where's the Amish Ride?"**. Nissley Vineyards, 31 mi. Picnic/wine tasting after the ride. Bring a picnic. Lin & Peg Rotz (717) 927-6324

June 14, 1997. **Colorado Tandem Club Paul's June Ride**. 45 miles. Paul Patzkowasky (303) 678-7961

June 15, 1997. **T-Bones (Tandem Bicyclists of New England) Family Ride**. This is a joint ride with CRW. Jamie & Lindy King (617) 325-1433

June 14, 1997. **Chile Pedalers Galisteo Ride**. Albuquerque, NM. This is an out and back ride with at least 2 options. Visit Stanley on the 36 mile option or Moriarity on the 56 mile option. Karen Ann Smith (505) 897-9253. karenann@umn.edu

June 15, 1997. **T-Bones (Tandem Bicyclists of New England) Father's Day Special**. Carlisle, MA. 40 or 25 and a Father's Day Special (14 mi) kids route. Hart Barn Ski Touring Center at Great Brook Farm State Park. Lindy & Jamie King (617) 325-1433.

June 21, 1997. **COWS (Couples On WheelS (WI)) 4th Annual Southern Door Metric Century**. Brussels Town Park, WI. 62 miles. Jim & Cindy Noll 1579 Ledge Rd, Brussels, WI 54204

June 21, 1997. **T-Bones (Tandem Bicyclists of New England) Warehouse Point, CT**. 25 or 40 miles through rolling, rural tobacco valley of CT. Possible stop at Trolley Museum.



Pot luck lunch after the ride. Len & Liz Chapman, 29 Spring St, Warehouse Point, CT. (860) 627-0729.

June 21-22, 1997. **T-Bones (Tandem Bicyclists of New England) Lobsterfest and Southern Bar-B-Que Weekend**. Road and off-road rides. SASE to Fred and Paula McLaughlin, 9 Veterans Rd, Amherst, NH 03031 (603) 672-7648

June 22, 1997 **RATS (Richmond, VA Area Tandem Society) Ride**. Ride hosts are Steve & Chris Brodsky and Bob Allen & Cheryl Brown. contact the Brodsky's for more info (804) 550-1546

June 22, 1997. **T-Bones (Tandem Bicyclists of New England) Ride from Bedford, MA to Fruitlands for brunch**. Jack Donohue & Susan Grieb 82 George St, Arlington, MA, 02174

June 22, 1997. **The Greater Rochester (NY) Eating and Tandemming Society Hunt Country Brunch**. We'll eat before, during or after the ride, 9 am, 23 mi, Chuck Dye & Bonnie Hallman-Dye (716) 473-8041

June 22, 1997. **TOYS (Tandems Of York, PA Society) Scenic Trade Off**. 30-40 mi. Parking lot of Sam Lewis Park in Eastern York County. Deb & Gary Franke (717) 843-4147.

June 22, 1997. **Triangle Area Tandem Ride**. Raleigh, NC Contact Jeff Hutchinson or Neill Ross (919) 876-9876

June 27-29, 1997 **T-Bones (Tandem Bicyclists of New England) Strawberries Plus**. Fitzwilliam, NH. SASE to Bob & Linda Harvey, 16 Clinton St. Salem, NH 03079 ph: (603)-898-5285

June 27-29, 1997. **Kansas Tandem Rally**. Back by popular demand! Come enjoy 3 days of fantastic riding, eating and socializing in and around Lawrence, KS. Look forward to scenic routes with mileage options to suit your tastes. Limited to 100 teams. Registration closes June 7. SASE to Mark & Sue Johnson, 17230 W 70th St, Shawnee, KS 66217. (913) 631-4041

June 28-29, 1997. **Colorado Tandem Club South Fork/ Creed Ride**. Ride



22 picturesque miles from South Fork to Creed. Spend the night and enjoy the sights. Kay or Tom (303) 567-2111.

July 5-6, 1997 **Northwest Tandem Rally, Eugene, OR**. The biggest tandem event in the northwest, 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 6, 1997. **TOYS (Tandems of York, PA Society) King's Gap Ride**. Mechanicsburg, PA. Depart from the high school. 40-50 mi. Don & LuAnn Emert (717) 938-1517

July 6, 1997. **CATS (Chicago Area Tandem Society) Round Lake BBQ**. Ride from Round Lake area with BBQ afterward. Muellers (847) 740-2990.

July 10-24, 1997 **Biking the Romantic Road in Franconia, Germany**. Fourteen perfect days in Northern Bavaria. Tour includes first class hotels, all breakfast, seven dinners, sightseeing fees, professional tour guide, sag wagon, storage in Frankfort for bike boxes, transfers and taxes. Contact Linda Taylor for details and reservations. 1-800-278-8924

July 12, 1997. **The Greater Rochester (NY) Eating and Tandemming Society Northampton/Bergen Swamp Ride**. 10am, 31 mi. We'll eat before during or after the ride. Chuck Dye & Bonnie Hallman-Dye (716) 473-8041

July 12, 1997. **Chile Pedalers Ride**. Albuquerque, NM. We will ride in and near the Jemez mountains north of Albuquerque. After, we will have a picnic lunch at a member's house. Karen Ann Smith (505) 897-9253. karenann@unm.edu

July 18-20, 1997 **T-Bones (Tandem Bicyclists of New England) International Century**. Lancaster, NH. SASE to Christina & Dave Brown, 7 Rayes Drive, Hudson, NH 03051. ph: (603)-889-5088

July 18-20, 1997. **T-Bones (Tandem Bicyclists of New England) Ride**. Challenging cycling in unspoiled



Vermont. Stay at Inn in Warren, VT; swimming pool & hot tub. Jack Donohue & Susan Grieb, 82 George St, Arlington, MA 02174

July 20, 1997. **Triangle Area Tandem Ride.** Raleigh, NC Contact Jeff Hutchinson or Neill Ross (919) 876-9876

July 19, 1997. **COWS (Couples On Wheels (WI)) Wild West Cows Drive** Trempealeau, WI. 50 miles. SASE Jim & Jill Thomson, Rt 1 Box 1274, Trempealeau, WI 54661.

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.

July 27, 1997. **MUTS (Michigan United Tandem Society) Family Ride.** Grand Blanc, MI. 20-40 miles. Bring the stokids or bugger tots and we'll make sure we pass or stop at the playgrounds. Bring a picnic basket for after the ride. Andy or Orsysia Novajosky (810) 695-1821. GBStoker@tir.com

July 27, 1997. **COWS (Couples On Wheels (WI)) Milwaukee Lakeside Village Ride.** Gary & Irene Sanderson, 5005 N Palisades Rd, Milwaukee, WI 53217

August 1-3, 1997 **Eastern Tandem Rally.** Home for this year's premier event will be the AT&T Learning Center in Basking Ridge, NJ. Registration limited. SASE for application to: 1997 ETR, c/o Team Rutch, 231 Brookside Ave, Laurence Harborn, NJ 08879

August 9, 1997. **CATS (Chicago Area Tandem Society) Apple Pancake Ride.** Gurnee, IL. 47 miles with breakfast. Leaves at 9 am. Stan & Betty Panek (847) 277-7412.

August 10, 1997. **The Greater Rochester (NY) Eating and Tandemming Society Off Road Ride.** 11 am 47 mi; noon, 30 mi; 1:00 pm, 17 mi. Olympic Bowl/ Scottsville/,



Mumford/ Oatka Trail, We'll eat during or after the ride. Chuck Dye & Bonnie Hallman-Dye (716) 473-8041

August 9, 1997. **TOYS (Tandems Of York, PA Society) Whistle Stop Ride.** Adamsville United Methodist Church. 10 am 30-40 mi. Ride through S. York County to New Freedom. Ride the Liberty Limited train 8 miles to Hanover Junction. Bike Racks available. Reservations required. Joe & Carolyn Stafford (717) 244-9501.

August 9, 1997. **COWS (Couples On Wheels (WI)) Mt Horeb Ride.** 50 miles. Mt Horeb, WI. SASE to Jeff Trapp 2540 Upham St, Madison, WI 54704

August 16-17, 1997 **5th Annual Southern Tier Tandem Rally.** Choose from five routes each day. Families and speedsters will both enjoy the routes. Brochures are ready!. SASE to STTR 97, 93 Goff Road, Corning, NY 14830

August 16, 1997. **TOYS (Tandems Of York PA Society) TRABBAM.** 30-35 mi. Surprise destination. Hills and a granny are needed. Picnic afterward. Dale & Lana Walmer (717) 460-2428.

August 22, 1997. **The Greater Rochester (NY) Eating and Tandemming Society Log Cabin Ride.** We'll eat before during or after the ride. 6:15 pm 14 mi, Brian & Karen Managan, (716) 872-1751

August 29 - September 1, 1997 **Midwest Tandem Rally** Dublin (Columbus), OH. Applications have been mailed. If you didn't receive yours SASE to MTR 97 c/o Donna Boutilier, 10566 Stablehand Dr, Cincinnati, OH 45242. Host Hotel: Wyndham/Dublin (614) 764-2200 or 800-996-3426 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>

August 29-31, 1997. **Family Bicycling Weekend** in Central New York. Enjoy a weekend of bicycling fun geared to children and families. We'll be staying at Beaver Cross, a



Conference Center/Summer Camp about 10 miles north of Cooperstown, NY. Gentle rides to child-friendly destinations. Lunch and sag service provided each day. Other activities include swimming, nature trails, basketball, baseball, and a Saturday evening campfire with S+Mores. For more info, send a SASE to Margot Hillman, 1807 Homestead Avenue, Bethlehem, PA 18018 or E-Mail to Mhillman@aol.com

August 29 - September 1, 1997 **T-Bones (Tandem Bicyclists of New England) Smugglers Notch Weekend.** Jeffersonville, VT. SASE to Bob & Linda Harvey, 16 Clinton St., Salem, NH 03079. ph: (603)-898-5285

August 31, 1997. **Dorothy's Metric Century.** Underhill, VT. Flat to rolling route along Lake Champlain. Follow the ride up with a swim in the host's pool and a notorious potluck barbecue and bon-fire. No fee - maps provided. SASE to Ken Resi, RR#2 Box 713, Underhill, VT 05489. (802) 899-1351.

September 5-7, 1997 **T-Bones (Tandem Bicyclists of New England) Acadia Park Adventure.** Bar Harbor, ME. That's "Bah Hahbah" to the rest of us. SASE to Don & Carolyn Lane, 45 School Street, Salem, NH 03079 ph: (603)-893-4766

September 6, 1997. **COWS (Couples On Wheels (WI)) Blue Hills Tour in Rice Lake.** A 50 mile ride with a restaurant stop. SASE to John Waldon, 609 E Sawyer, Rice Lake, WI 54868. jbw@win.bright.net

September 10-14, 1997. **TNT (Team Northwest Tandemonium) Summer Tour.** Vancouver, British Columbia. Mileages will average 40 miles per day. Sag support. Kim & David Rittenhouse (405) 635-0800 or ptc@europa.com

September 13, 1997. **The Greater Rochester (NY) Eating and Tandem Society Gorham/ Seneca Castle Ride.** 10am, 25 mi. We'll eat during or after the ride. Chuck Dye & Bonnie Hallman-Dye (716) 473-8041

September 12-14, 1997. **COWS (Couples on Wheels) Fox Valley Ride.** Fox River Valley, Wisconsin.



Contact Bob & Caryl Sewell, 17760 Gebhardt Rd, Brookfield, WI 53045.

September 14, 1997. **T-Bones (Tandem Bicyclists of New England) Ride.** Three rides of 25 to 45 miles. Two longer rides pass by historic Wayside Inn in Sudury, MA. Pot luck meal after at hosts home. Diane & Larry Telford, 25 Notre Dame Road, Bedford, MA, 01730. (617) 275-7176 larryt@an.hp.com

September 20, 1997. **TOYS (Tandems Of York, PA Society) Scenic Valley Tour.** 10am, 38 mi. Depart from shopping center at corner of Chambersburg St, Buford & Spring Ave, Gettysburg. Lunch at Funk's restaurant near Fort indiantown Gap. Bob & Becky Nordvall (717) 334-0742.

September 20, 1997. **COWS (Couples On Wheels (WI)) Fox River Ride.** Wrightstown, WI. Tom Thalmann (414) 757-6561

September 20-21, 1997 **T-Bones (Tandem Bicyclists of New England) Tri-State Seacoast Century.** Salem, NH. SASE to Dave Topham, Two Townsend Avenue, Salem, NH 03079. Ph: (603)-898-5479

September 26-28, 1997. **Fall Allegany Ride for Tandems (FART IV).** Allegany State Park, Salamanca, NY. Off road MTB weekend. Barracks style accommodations. All meals on your own. Riding XC ski trails and horse trails. Technically not difficult, but be prepared to climb. Preregistration required by August 15. For more info Karen or Brian managan, 1134 Wall Rd, Webster, NY 14580 (716) 872-1751 hey\_managan@mlsonline.com

September 21, 1997. **Triangle Area Tandem Ride.** Raleigh, NC Contact Jeff Hutchinson or Neill Ross (919) 876-9876

September 27-28, 1997. **TOYS (Tandems Of York PA Society Rodney's Retired Ride.** Lititz, PA. Rodney & Verna Moseman (717) 626-4190.

September 27, 1997. **T-Bones (Tandem Bicyclists of New England) Fall Explorer.** Litchfield, CT. 40 miles, moderate hills. Join us for lunch after the ride at a local restaurant. Nan & Dave Scofield, 12 Kent Rd, Warren,



CT 06754. (860) 868-7067. danasco@snet.net

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.

October 3-5, 1997 **BART (Bay Area Roaming Tandems) Rally.** Santa Cruz, CA. Join BART for the 8th annual rally. Enjoy cycling through farmlands and redwood forests as well as along the coast. SASE for registration form; Jon & Bette Zbasnik 6266 Alvord Way, Pleasanton, CA 94588.

October 4, 1997. **T-Bones (Tandem Bicyclists of New England) Ride.** Lexington, MA 25 or 40 miles of rolling rural country. Bob & Ruth Sawyer, \$5.00/person for food. The Sawyers will provide main dish & beverage. Please bring salads & desserts. (617) 862-6517

October 11-12, 1997. **CATS (Chicago Area Tandem Society) Festival Ride.** New Castle, IN. Bruce & Beth Bailey (317) 378-3469

October 12, 1997. **The Greater Rochester (NY) Eating and Tandeming Society Fall Foliage Ride.** 2:00pm 28 mi. We'll eat before, during or after the ride. Bob DeRoo, (716) 889-2305

October 18, 1997. **RATS (Richmond, VA Area Tandem Society) Ride.** Join Dave & Susan Jones & the kids on a great ride. (804) 275-9362

October 12, 1997. **Tandem Tour For Wishes V.** Brielle, NJ. 8 am registration & breakfast. 9am ride. 50 mi. \$45 (\$50 after 10/5) per team, includes ride, route markings, sag, breakfast, lunch, door prizes. SASE to: Team Rutch, 231 Brookside Ave, Laurence Harbor, NJ 08879. (908) 566-9536

October 25, 1997. **CATS (Chicago Area Tandem Society) Chill Pumpkin Patch Ride.** Barrington, IL area. Tom & Sherry Masters (847) 358-7797



October 26, 1997. **The Greater Rochester (NY) Eating and Tandeming Society Webster Wander.** 1:pm, 22 mi. We'll eat before, during or after the ride. Tim & Monica Guenther, (716) 288-8986

December 7, 1997. **RATS (Richmond, VA Area Tandem Society) Wine & Cheese Ride.** A great social way to finish a year of riding. Contact John & Joyce Knox (804) 737-8125.

September 4-7, 1998 **Midwest Tandem Rally 1998.** Omaha, Nebraska. Omaha Peddlers Bicycle Club invites all tandem enthusiasts to Omaha, Nebraska for the 1998 Tandem Rally. Host hotel is the Red Lion Hotel (800-547-8010). Mention MTR98 to get the group rate. MTR98 registration forms will be available at MTR97

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

e-mail:  
tca\_of\_a@mindspring.com

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



## CLASSIFIEDS

**FOR SALE:** 1995 Sterling Signature road tandem. 19"x17". Sachs Ergo shift/brake levers, XT cantis and derailleurs, XTR cassette on Hope hub. 48-spoke wheels, Continental tires, Kajita BB's, Specialized cranks, More! Asking \$3600/OBO. Mike Karasic. Call (908)-840-8830 early evenings. (NJ) 05/97

**FOR SALE:** 1988 Santana Elan, 22.5x20.75. 27" wheels. New paint. Shimano Deore derailleurs. \$1300. Contact George Clapham @ (407)-898-7123 or via e-mail @ Geoclap@aol.com (FL) 05/97

**FOR SALE:** Specialized DejaTwo, equipped with the best! 26" wheels, 19x17 frame, XTR derailleurs, X-ray Gripshift, Shimano sealed BB's. Hugi tandem cassette hub, threaded on left for brake. Ceramic rims, Scott SE brakes, Tamer shock-post, SPD-737 pedals. Only used 1 season. Asking \$2450. Call Lary @ (715)-426-4918 evenings or e-mail to sorensen@adc.com. (WI) 05/97

**FOR SALE:** Davidson Tandem. XTR Shifters and more! Mint condition. Fits teams 5'9" and taller. Contact by e-mail only: eliaegis@ix.netcom.com 05/97

**FOR SALE:** Red Cannondale Tandem with Campy Ergopower/Exadrive shifting, Hope disk brake, twin Avocet 45 computers and many other top of the line componentry. Superb condition. Asking \$2800. Call Ann or Bruce for more information and a demo ride. Day: (610)-363-2233 or Evening: (610)-696-0963 (PA) 05/97

**FOR SALE:** 1990 Rodriguez aluminum tandem with polished frame. 21x17. Original owner, less than 1000 miles. Road setup with quality components, including sealed Specialized hubs & sealed BB's. Sugino cranks, Suntour barend shifters, Suntour freewheel and derailleurs. Like new and in mint condition. \$1500. Call Chuck Ridings @ (540)-678-4188 or via e-mail to cridings@visuallink.com. (VA) 05/97

**FOR SALE:** 1989 Cannondale Tandem, 23x21, teal blue. Shimano

XT components, clipless pedals, 27" 48-spoke wheels. \$1750. Call Gene @ (315)-593-6186 (CA) 05/97

**FOR SALE:** Santana Cilantro mountain bike tandem. 20x18, light blue., <1000 miles and in excellent condition. Allsop suspension beam for stoker. Complete with dual cycle computers, XTR derailleurs, gripshift shifters, front & rear fenders and rear rack. Will sell with hard shell tandem travel case for \$2500. Call (203)-426-1186 (CT) 05/97

**FOR SALE:** Franklin 23x21 Mens/Mixte fillet brazed frame w/oval boob tube. 4 bottles & rear rack braze-ons. 66" wb. 27" x 48h Suzue hubs/wheels. TA triple crankset. Bike was built in the mid-80's. Ridden very little. A nice lightweight bike. Can be yours for \$900, or will trade for a small ATB tandem fro my kids. Phone (704)-465-5657 (NC) or e-mail to lpink@usa.net 7/97

**FOR SALE:** 1991 Burley Duet, 22x20. Blue/white decals. Suntour components, Avocet seats and computer, Look clipless pedals, adjustable stoker stem, frame pump. Like new condition (<2000 miles). Just got a new off-road tandem and need the garage space! \$1200. Paul and Janette Diegel, (520)-773-0655 or e-mail to jdiegel@infomagic.com (AZ) 7/97

**FOR SALE:** 1993 Cannondale road tandem. 23x19 frame, built up with a 1992 parts pack. Blue to black fade. 21-speed dropbar gripshift. Approximately 100 miles. 3 1/2 years in storage. Stock bicycle, but built with 48-spoke wheels, Terry stoker seat, Cannondale rear rack, and Look Carbon pedals. Perfect paint. You get to put the first scratches on this one. \$1750. Ted & Bambi Goodwin (954)-781-9111 (FL) 7/97

**FOR SALE:** 1987 Santana Sovereign GT, 56x53 - Rare! Campy crankset, seatposts, adn pedals. American Classic h/s. 2 wheelsets (40 & 48-spoke) Extra freewheels. Custom paint, black with gold metal flake. U.S.E stoker shockpost, plus more. All

original parts also included to retro it! \$1800. Von & Jean Creek (413)-527-4697 (MA) 7/97

**FOR SALE:** Motobecane 21x16 Mens/Mixte. Suntour barcons, 15-speeds. drum brake, child stoker kit. Recently cleaned and greased! \$450. Gary Merrill (717)-542-3829 (PA) 7/97

**FOR SALE:** Lightning Cycle Dynamics back-to-back T-38 Recumbent tandem. Fits captain 5'7" to 6'+, stoker from 5'1" to 5'8". \$3000+shipping & crating from Daytona Beach, FL. e-mail to fredu@america.com or call (904)-767-5768, 6pm-9pm (FL) 7/97

**FOR SALE:** Kuwahara Adventurer TK Tandem, 22.5x20.5, blue, cantilever & drum brakes, 48-spoke allow wheels, Phil hubs, touring gearing, bar-end shifters, rear rack, Q/R adjustable front/rear seatposts. Brooks & Avocet saddles, pump, water bottle cages, Avocet computer, Cannondale front touring bag, \$1200 OBO, Ed Lifschitz, (202)-544-0073 (DC) 7/97

**FOR SALE:** Cannondale road tandem, 25x21. Custom-assembled by Tandems, Ltd. Bright Red w/gold decals. Very low mileage. Mostly Campy (hubs, cassette, brakes, ergo). M-system pads, speedplay Pedals, Adj. Stoker stem, computers, water bottle cages. Terry stoker saddle, San Marco captain saddle. Must see to appreciate! \$1750 firm!. Also, Yakima tandem carrier. \$150. Roy Fraser (205)-699-2996 (AL) 7/97

**FOR SALE:** 1972 Schwinn Paramount tandem, 24x24 w/curved stoker seattube. Black paint, Arai drum brake, bar-end shifters, Campy triple cranks/derailleurs. 48-spoke wheels. Excellent condition. \$750/OBO Mike or Linda (513)-683-5734 (OH) 7/97

**FOR SALE:** 1991 Burley Duet, 23x21. This bike is completely equipped and ready to ride. It has been intelligently and meticulously upgraded and is truly a bike for the enthusiast. Click in and ride away! Call or write for details -- spec sheet. \$1500, free delivery in Northeast or Quebec. Ken



Resi (802)-899-1351, RR#2 -- Box 713, Underhill, VT 05489 7/97

**WANTED:** A used small-frame tandem. My wife and I have ridden a '91 Arriva that fits us almost perfectly. We've also ridden a medium frame Noventa that didn't fit, but we really like the ride and especially the way it climbed! Would also consider aluminum framed tandems, even ti-frames! prefer a low-mileage bike with 700c wheels. If you have our bike, call Richard Homan, (847)-587-6234. Our e-mail address is rhoman@lfelem.lfc.edu or snail-mail to 38475 No. Helen Court, Ingleside, IL 60041 05/97

**WANTED:** Co-Motion Co-Pilot or similar style to purchase or rent. My wife and I will be going to Ireland for two months this summer. Please e-mail information or suggestions to bclarke@uclink4.berkeley.edu 07/97

**FOR SALE:** Miscellaneous bike parts, including Brooks saddles, jerseys, Cranks & crankparts, & much, Much MORE! Call (203)-264-7963 for a xeroxed list of what's available. (CT) 05/97



**FOR SALE:** SRAM ESP-900 Gripshift with rear derailleur and shifters. Asking \$150. Also Edco 40-hole front hub. \$35. Call Rudy Van Rhenterghem @ (520)-742-2518 (AZ) 07/97

**FOR SALE:** Yakima Tandem II carrier, used twice. \$150. (904)-926-6598 (leave message) or e-mail to alparker@compuserve.com (FL) 07/97

**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) 05/97

**WANTED:** Adams Trail-A-Byke, tandem model. Bike will be ridden with two young teenagers. If you have to sell, please call Mitch & Kris Quade @ (608)-873-7274 or email to: quade@execpc.com (WI) 05/97

**WANTED:** Child conversion kit with adjustable stoker stim for 1985 Santana Arriva. This tandem has 32T Stronglight timing chainrings w/86mm bcd. Call Hugh or Carol at



(630)-305-0914 or e-mail to hgoodman@nalco.com (IL) 05/97

**WANTED:** Set of 170mm XT (dull finish) front cranks for a Santana Sovereign. I am willing to purchase outright or will trade for existing 175mm captain cranks. Joel Hodroff, (312)-245-1235 or e-mail to jhodroff@interaccess.com (IL) 07/97

**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

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

## 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.

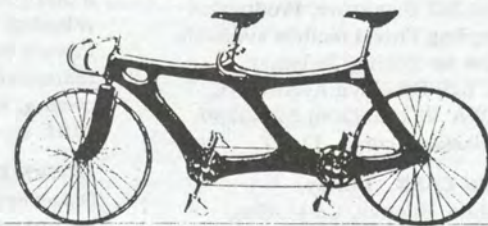
Ship to: Name: \_\_\_\_\_

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.



# TCA DEALER MEMBERS

## Tandem Dealers

**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)

**TANDEMS, LIMITED.** Free Catalog. Come to Tandems, Ltd 3rd Annual Open House, May 24, 1997. Food, Fun, & Friends! New & Used Tandems. 2220 Vanessa Drive, Birmingham, AL 35242-4430. (205)-991-5519 e-mail: tandems@mindspring.com 09/97 (431)

Ibis, KHS, Santana, Vision Along with a huge selection of parts. **JAY'S PEDAL POWER**, 512 East Girard Avenue, Philadelphia, PA 19125. 215-425-5111, FAX 215-426-2653 Check our website at Cyber Cycle. 11/97

**ERICKSON CYCLES** - The world's best tandems! Custom-fit, handbuilt, and beautiful! Signature, Production S&S Coupling Travel models available. Order now for Spring/Summer Delivery. 619 Brooklyn Avenue NE, Seattle, WA 98115 (206)-527-5259 GlennEBike@aol.com. 11/97

**TANDEMS EAST.** Burley, Cannondale, Bilenky, Co-Motion, Montague, recumbent tandems, wheel building, child conversions. Free 97 Catalog. Demonstrations rides by appointment. 86 Gwynwood Drive, Pittsgrove, NJ 08318. 609-451-5104 email: TandemWiz@aol.com Website: tandemseast.com. 11/97

**TOTALLY TANDEMS!** Your one-call source for the best tandem parts, precision-built wheels, hard-to-find

parts, expert advice. FREE CATALOG! 1-800-255-0576 or ttandems@netins.net. TOTALLY TANDEMS, INC., P.O. Box 1661, Marshalltown, IA 50158-7661. 05/98 (11324)

**GEAR-TO-GO-TANDEMS.** Central/Western NY and Northern PA's largest Santana dealership. Tandems in stock, available for test rides by appointment. 850 W. Clinton St. Elmira, NY 14905 (607)-732-4859 (5/98)

## Other Dealer Members

**ERICKSON CYCLE TOURS CYCLE FRANCE ON TANDEM!** Summer'97 Spirited tandem tours, fully-supported, lead by nationally acclaimed tandem framebuilder Glenn Erickson. Rhone Valley, July 25-Aug 8, Provence Aug 9-22. Call or e-mail for details. (206)-524-7731 <http://www.ecycletoours.com> 11/97

**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, fireplace, restaurant, outdoorhottub, pool. Great cycling, scenic rural area. (800)-845-3101 smugginn@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)

**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 (9/97)

**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)

**BYCUE** Cue Sheet holder. Easily clips on/off handlebar. \$8.95. Tie-Dyed Rainbow Swirl tee. 3 rear pockets. 100% pre-shrunk cotton. \$24. S-XXL. Visa/MC. (800)-522-2640 or BYCUE, Box 14152, Silver Spring, MD 20911-4152 tdmbear@fred.net 1/98

**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 5/97 date will not run in July if your renewal is not received by **June 1, 1997**) to keep your advertisement current. Send your ad and 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. (from 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 + \$ 4.00 for each patch

MAIL TO: **Tandem Club of America**, 306 W Union St, Morganton, NC 28655-3729

(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? \_\_\_\_\_



## *Membership*

*Please fill out the membership  
form and mail with a check  
made payable to:*

## *Tandem Club of America*

*c/o Bruce & Judi Bachelder  
306 West Union Street  
Morganton, NC 28655-3729*

*All dues  
are quoted  
in  
U.S. Dollars*



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*United States . . . . . \$15.00* ◆ *Canada . . . . . \$20.00* ◆ *Other International . . . . . \$25.00*

## *Dues*