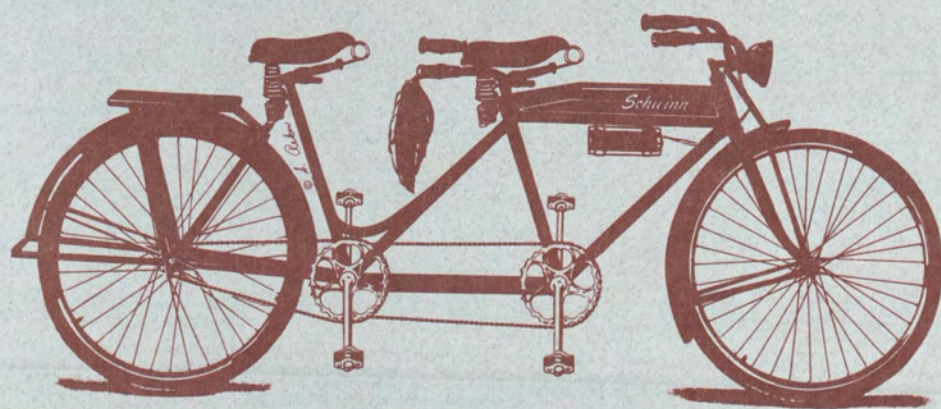


TANDEM
CLUB
OF
A • M • E • R • I • C • A

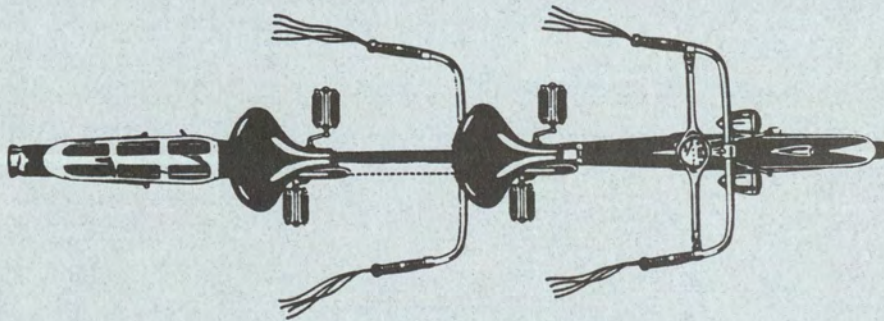


"AN INTERNATIONAL CLUB FOR TANDEM ENTHUSIASTS"

DOUBLETALK

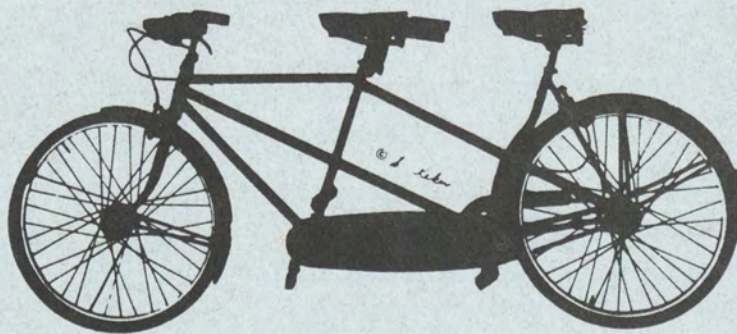


MARCH - APRIL
1998



THIS IS
YOUR
NEWSLETTER.

IT IS
AS GOOD
AS YOU
MAKE IT!



DOUBLETALK

Copyright © 1998 TANDEM CLUB OF AMERICA (except where noted)

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

AREA REPRESENTATIVES

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

Bob & Lois Weast, 4324 Paradise Dr, Carmichael, CA 95608 (916)-961-5193

Washington, Oregon, Alaska, Idaho, Montana, Wyoming

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

Iowa, Nebraska, South Dakota, North Dakota, Minnesota

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

Missouri, Kansas, Oklahoma, Texas, Louisiana, Arkansas

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

Michigan, Wisconsin

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

Kentucky, Ohio, Indiana, Illinois

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

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

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

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

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

New Jersey, New York, Pennsylvania

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

Massachusetts, Connecticut, Rhode Island

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

New Hampshire, Vermont, Maine

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

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

Dave & Lyn Jones, 5411 114-B St, Edmonton, AB T6H 3N6 (403)-437-6328

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



DEADLINE FOR THE MAY-JUNE ISSUE OF DOUBLETALK IS APRIL 1, 1998

FROM THE EDITORS

A new riding season is upon us. Before El Nino blows through, take the time to do a thorough cleaning and renewal of your tandem. Now is the time to repack that headset, check all of the cables for wear or broken strands, look over your tires and your rims, even take a moment to inspect your frame for cracks or dents. It pays to bring your tandem back up to perfect riding condition before that first big ride, so you can enjoy it without mechanical problems. Take the time to thoroughly clean your chains and adjust your derailleurs. Check your derailleurs for excessive wear, and your chains for chainstretch. It doesn't take any special tools to check your chain -- simply count 24 rivets and measure the distance. A new chain is exactly 12 inches long over 24 rivets, while a chain that needs to be replaced will be 12 1/16" or more. Don't forget to replace your freewheel or cassette if you replace your chain. If you don't need to replace your chain, be sure and lubricate it completely -- several times, even -- before that first long ride. Wipe the excess lubricant from the chain between applications, and let it dry overnight before hitting the road. We try to lubricate our chains everytime we finish a ride, so they will be ready to go the next time!

Did you know we've been editing DoubleTalk since 1984? Our first issue was dated April, 1984. A lot has happened in those 14 years, but one thing hasn't changed! We still enjoy editing DoubleTalk (most of the time) and we truly enjoy reading your articles and deciding which ones to run in each issue. It is a tough job, but one we find to be very rewarding, especially when we keep getting great articles for future issues. We encourage everyone to send us an article appropriate for publication. Tell us about cycling in your area, we still plan to continue our series of "Backyard Tours" as we learn of them. (Len Caplan's great article about Pennsylvania spawned an informal weekend in the area. We hope to learn more about it in the future, and other great

rides that are similar, but in your area). Remember, these Backyard Tours don't have to be about big rides, or long mileage, or anything in particular. It just needs to be a fun tandem ride!

How do you send us your articles? Well, that's easy! We'll take it just about anyway you can send it. It can be handwritten, typed, or on diskette (IBM-formatted 3.5" or 5.25" diskettes only, please). Or you can send it via e-mail to the TCA's electronic mailbox (tca_of_a@mindspring.com). If you want to send pictures, we prefer prints, but we can take electronic scanned images in GIF, TIF, or JPG formats. It isn't hard to get us the info!

As Spring begins, it's time to start planning your rally season. There are some really great rallies on the horizon, in areas that haven't seen a lot of tandems before! In April you can come south to the Gulf of Mexico and attend the Alabama weekend. In May, you can venture to the Texas heartland and go to the Southwest Tandem Rally in Waco. Over Memorial Day, visit Spokane, WA, and take part in the Northwest Tandem Rally, or go overseas to take part in the annual International Tandem Rally that weekend.

Summertime comes, and you can attend the Eastern Tandem Rally in Massachusetts. Later, at the end of summer, go out to the sand hills of eastern Nebraska for the Midwest Tandem Rally, held this year in Omaha, NE. Finally, you can cap your summer with the BART rally in the San Francisco Bay Area, and/or the Southern Tandem Rally, deep in the heart of Dixie (Selma, AL). And this doesn't begin to include all the state rallies, such as the PIGS (Iowa), the Prairie State (IL), the COWS (WI) and other Rallies and weekend events too numerous to mention, but which are (or will be) listed in the TCA Calendar of events.



LETTERS TO DOUBLETALK

Dear DoubleTalk,

The letters concerning MTR '97 have generated both heat and light about the rallies that so many of us enjoy each year. Some rallies have been great, some have been fair. I would not have missed any of them.

Bonnie and I have chaired two ETR's (1986 and 1995) and I think this gives me a better perspective on the nature of these events. Planning, implementing, and closing out a tandem rally may take a year or more. Organizers volunteer their skill, time, and energy to put on a two or three day event. There is only one chance to get it right. If the weather refuses to cooperate, the best rally plans may be washed away. Even when the rally goes as planned, not everyone will be satisfied. Organizing a rally can be very satisfying, but it is a lot of work and can be a stressful experience as well.

The MTR '97 organizers seem to have been faced with challenges at every turn, yet they pulled off their rally. I commend them for contributing to tandem cycling. They volunteered for this, which is something that so many rally participants over the years have not done. It is easier to criticize from the sidelines. It is easy to pay your money and go to rallies. It is harder to make the commitment and the effort to run an event yourself.

If you have never considered running a rally, think it over. Don't let the comments of a few, or the difficulties encountered by any one event dissuade you from hosting an event. Tandeming will be better for it.

Chuck Dye
Rochester, NY

Dear Cyclists:

Please visit the website of the Bikes Belong! Campaign at <http://www.outdoorlink.com> and familiarize yourself (if you aren't already) with the issues concerning continued federal funding for bicycle programs (bike lanes, paths, trails, bike racks on buses, etc.) under ISTEA (Intermodal Surface Transportation Efficiency Act), which is coming up

for reauthorization this fall. I urge you to contact your representatives and tell them you want to keep the transportation enhancements and CMAQ Programs as dedicated programs with assured funding.

The website provides information explaining these programs, and links to assist you in contacting your representatives.

Bikes Belong! Steering Committee
Charlie Gandy, Bicycle Federation of America
Jody Newmann, League of American Bicyclists
Hal Heimstra, Rails-to-Trails Conservancy



RAILS
-TO-
TRAILS
CONSERVANCY



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



SERENDIPITY

Serendipity - an aptitude for making fortunate discoveries accidentally

Isn't this what tandem rallies are all about? It is through just such a serendipitous experience at the Midwest Tandem Rally, 1997 that we were able to have a wonderful day of tandeming along country lanes in England. At our first MTR breakfast, knowing that we would soon be traveling to England, we immediately pricked up our ears when we heard the English accents at the table next to ours. Short minutes later, we were chatting away with Neville Frost and Tricia Anderson from West Wickham, Kent. They had traveled to the US to ride at MTR and other events with their friends, Stephen and Rebecca Rose of Kentucky. In the course of that conversation and others, we learned that West Wickham was not far from Royal Tunbridge Wells, where we would be staying. Neville and Tricia graciously invited us to join them for a tandem ride if we had time while in England (they have a spare tandem). How could we pass up such an opportunity?

Filled with a sense of adventure, we headed for England with an extra bag containing our MTR'97 jerseys, helmets, shoes, and other biking paraphernalia. And lucky we did. We were able to join up with Neville, Tricia and Ernie and Betty Bray in Tunbridge Wells on a sunny Sunday morning for a ride along narrow, hedge-lined country lanes



From left to right: Tricia Anderson, Neville Frost, John Gibson, Betty Bray, Ernie Bray having morning coffee at Bewl Water

through rolling hills and quaint villages. We learned why Kent is called England's Garden. It is an area of small, well-kept farms and beautiful gardens.

After checking for bike and rider compatibility, we were soon out of town and on winding lanes heading for Bewl Water, a large reservoir, where we enjoyed morning coffee, a kite festival and boats on the water. Further along, we passed Bedgebury National Pinetum, a pine tree preserve. Following lunch at the Duke of Kent Pub in Hartley, where Ernie told us that if we wanted a good beer we should always order real ale, we cycled to the village of Goudhurst, where we saw several antique cars, including an early Rolls Royce. Cycling through Horsmonden and Brenchley, each more picturesque than the other, we arrived for afternoon tea at the Cherry Trees Tea Gallery and Gardens (early 16th century) in the small village of Matfield. Neville and Tricia's tandem attracted quite a bit of attention along the way. The Colella is an unusual, fully suspended tandem with oversize polished aluminum tubing, as can be seen in the accompanying photo.



Neville and Tricia's Colella

We thoroughly enjoyed the leisurely pace and frequent stops along the way to socialize, take in the scenery, and take an occasional photo.

Kate and John Gibson
Darnestown, MD



1998 RANS SCREAMER OR THE ROLLER COASTER OF LOVE

Our last road tandem was a very good bike and it fit the two of us well. It did have one major draw back; stoker comfort left something to be desired. We tried suspension seat posts and woman's saddles. Although these did help some, still rides over twenty miles wear very painful for my stoker. After forty miles I would also suffer from neck and wrist pain.

We started looking into getting a new bike, with either dual suspension or maybe a twin beam bike. After thinking about it though we came to realize this was not the answer, as the pressure points are still the same. There was only one solution left, we had to get "bent! As in "recumbent".

I had been riding a single recumbent for about five months and have found it to be the most comfortable bike I have ever ridden. The first time Liz saw a "bent" tandem was at the North East Area Tandem Rally, in Avon, Connecticut. There were

two Ryan Duplex tandems at the rally and she got to test ride one of them. I could tell by the look on her face she was not thrilled by this strange looking bike at first. After a five minute test ride the smile on her face told me I had the O.K. to replace our upright or "wedge" tandem with a recumbent. She did not have to twist my arm!

According to Recumbent Cyclist News (RCN) there are sixteen bent tandem models available. If you're thinking about getting a recumbent I suggest you get the buyer's guide. It is the best source for 'bent information. The bikes offered by Ryan, Rans, Vision and Angletech are some of the best in my opinion. Angletech offers custom spec tandems using Rans and Vision frame sets. We chose a Rans Screamer for its full triangulated frame, and shorter over all length. The other bikes were either too long for me to feel comfortable with in traffic, or used a mono tube frame.





We ordered a Rans Screamer frame set, which includes the frame, fork, headset, seat frames and covers and all the required chain guides and hardware. The rest of the parts I used to build the bike wear parts that have been "tandem tested" for reliability.

Brakes: Shimano XT-V brakes, Tectro levers and an Arai drum brake controlled by a thumb shifter. I also added a brake bridge to the rear as there was a lot of flex in the rear stays. This really improved the rear brakes!

Drive train: XT derailleurs front and rear, XT 48 hole tandem hub, LX bottom brackets, Sachs Wavy shifters and Sachs Sedas chain, and there is a lot of it! Two hundred plus inches, if you don't like cleaning chains, don't buy a recumbent! For the front wheel I used a Mavic mountain bike hub and a heavy duty 20" BMX rim.

The frame set is welded from 4130 steel tubing, all of the welds are very well done. On our frame there are braze-ons for cable activated brakes, hydraulic brakes, pump peg and a drum brake fitting. There are no water bottle bosses on the frame, they are located on the seat backs. The paint on our frame was well done, although there were a few specks in the paint. Before I assembled the bike, I waxed the frame and treated it with J.P. Weigle's frame saver. This can be very time consuming and messy procedure, but I feel it's worth the time on any bike that may be ridden in rain or snow.

We had very few problems building the Screamer. For the drum brake I had to run housing all the way to the rear cable stop, as there is no front cable stop for the drum brake. I had to redo the brakes because the cable stops on the handle bars are drilled out for hydraulic brake tubing. Mounting the rear rack was the hardest thing to do. There are eyelets on the drop out for the rack, but a standard rack is about six inches taller than the frame. A little ingenuity, and two vinyl coated clamps fixed this. If you're going to ride in the rain you will need fenders, as the spray from the front tire will hit you in the face.

On the Screamer the pilot sits in a short wheelbase, high bottom bracket position. It's very much like sitting in your easy chair at home. The above bar steering handlebars tilt forward to make mounting the bike easy. Your copilot sits in a long

wheelbase, low bottom bracket position, with the hand holds in the under seat position. The Screamer is very stable regardless of speed. After a short time I could ride no hands, although this does not thrill my co-pilot.

Some believe that recumbent can't climb hills, We haven't found this to be true, we climb just as slowly as we did on our upright tandem. Recumbents are faster downhill, and we are a little faster on the flats. This is mostly due to the more aerodynamic position that the recumbent offers. One of the biggest benefits of this position is riding into a head wind. The recumbent position is ten to fifteen percent more efficient than a standard upright position. It did take a little time to retrain our muscles to the new position.

The main reason we bought this bike was comfort. So far everyone who has ridden the bike has loved it. A part time copilot who was in tears after twenty miles on our wedge tandem, was able to ride over thirty-five miles in complete comfort on the Screamer. After the ride she had only one question, "Why doesn't every one ride a recumbent?"

Recumbents are not for everyone, some can't get over their appearance. They don't work very well off road. You can't be an introvert and ride a recumbent, let alone a tandem recumbent. People ask all kinds of questions. Some of the most popular are, "What is that thing?" Our response, "A fast comfortable bike!"

"Is it comfortable?" Yes!

"Is it hard to ride?" No.

"What kind of wheelchair is that?" I'm not kidding, someone did ask this question. The number one most asked question is:

"How much does it cost?"

Good 'bent tandems are not cheap, prices start about \$1,500 for an entry level bike, with a top of the line bike around \$6,500 or more. A good 'bent tandem starts around \$3,600. I don't feel this is out of line. A entry level bike from one of big tandem makers start at \$2,600 to \$2,800, with there top of the line bike selling in the \$8,000 range.

The biggest reason that Recumbents cost more is the seats. The seat on a recumbent will cost much more to make than the seat on standard tandem. The



seats on a standard tandem costs about \$5 to make, the seats on a recumbent can cost over two hundred dollars to make. Each seat is hand made, and a lot of time is required to cut, bend, weld and sew the seat cover. The seats on the Screamer are some of the most comfortable recumbent seats made. The seats have a mesh back with a fiber-glass seat base and thick foam cushion. We modified our seats by trimming the rear of the cushion about an inch. This made the seats even more comfortable than before. Now the seats hold you in like the seats in a sports car.

Rans is a family owned company in Hays, Kansas. They have been building recumbents longer than many of the other builders. They also build airplane kits for the home builder. I think They just



strap a pair of wing on a Screamer. This is why we dropped the captain/stoker names for pilot/co-pilot.

Over all we feel this is a very nice bike. It's easily the most comfortable we have ever ridden. It is very well built. It's also very stable and easy to ride. In short we love this bike!

Tandem magazine reported that recumbent sales have surpassed tandem sales, (this includes single Recumbents). Recumbent builders have been swamped with orders for bikes. So lead times of 10 to 15 weeks (or more in some cases) are not uncommon right now. Some dealers may have them in stock.

Len & Liz Chapman
Warehouse Point, CT



PLATTE BRIDGE STATION STAGE RACE

My wife and I went to Casper Wyoming last year to race the Platte Bridge Station Stage Race (PBSSR). We had a great time. We had an opportunity to rub elbows with a large group of singles racers and race our tandem. It was a good race and I was really surprised that only 5 teams were there, one team from each of 5 states, Wyoming, New Mexico, Utah, California, and Washington. We are training and making plans to compete in this year's event.

Last year was the second time the PBSSR had hosted a mixed tandem category. The first year they had three entries. Perhaps there will be some TCA members who will help us get a larger field riding this year's race. Like a lot of events today, the tandem part of this stage race is in jeopardy of being scratched if attendance doesn't increase.

The race will be held in Casper, Wyoming elevation 5,000 plus feet, on May 23 through 25, 1998. Racing begins Saturday at 7:30am with the Goat Path Prologue, an interesting 2 Km race, the first half of which is on a 40 inch wide twisting asphalt path that caused last year's single racers to ask if tandems could actually turn that tightly (and we did). The second race of the day will be the Bozeman Trail Road Race, a 60 mile out and back.

Sunday racing begins at 7:00am with the Poison Spider Time Trial over a 14.5 mile course, followed at about 10:20am by the Casper Classic Downtown criterium a pie shaped, flat, 3 block race course.

The Monday race is 3.5 laps of the 7.1 mile course named the Garden Creek Grind. This course gains and loses 1,000 feet of elevation each lap.

This is a USCF sanctioned event. Stoker and Captain must send a signed release. Both riders must be USCF licensed.

To obtain an entry packet phone (307) 266-1136 or write PBSSR; PO Box 775; Casper, WY 82602

Carl and Kathryn Hurley
Bothell Washington



Birthday • Anniversary • Wedding

Classic Cycling Gifts!

Large Selection for Single and Tandem
Cyclists, Including Birdhouses!

www.kiva.net/~studio33



THE STUCKERS DOWN UNDER

TRAVELING IN NEW ZEALAND, THE NORTH ISLAND

Editors Note: Gene and Dina Stucker cut their England / Scotland trip short to return to the US because of a death in their family. After the funeral, Gene and Dina chose to resume their extended tandem vacation in warmer climates. Last December they flew to Auckland, New Zealand to begin their tour in the southern hemisphere.

Friday, 5 Dec, we were tourists in Auckland. One thing that really is easy to notice is the Sky Tower, a needle into the sky like the one in Seattle; this one built as part of a gambling complex in the heart of town. We decided that a view of town from there would be a good start and with a great audio/video show in the entrance corridor and with three floors at the top of the tower to walk around on we spent a couple of hours looking at Auckland from way, way up. We were told that one highlight we could see this day was the America's Cup winner, but there were so many sailboats in the harbour we couldn't decide which one it might be. Back on the ground we gazed into lots of shop windows, each at a cup of really great frozen yogurt (probably not low fat) and just pattered about the city. It is a great town with lots of people on the streets around the clock and lots going on but still not too crowded. Fun to be part of it all. That night we had dinner in a great pub that had Beamish Irish stout on tap, a jazz trio playing in the corner and served really great Thai food (for those of you who have eaten at my favorite Thai restaurant, Kanomwan, in Houston, you will know how impressed I was when I say the food was as good as theirs).

Saturday was to be the day of bicycle assembly and starting to pack. Chatting with the hotel staff they asked that I not start on the bike until about 2-2:30 after the place was cleaned. If you could see the very limited hallway that accessed the cleaning supplies that was available for something like our bike it would be apparent that getting cleaning people out of the way made sense. Since we couldn't start for a while, it seemed a good morning to eat breakfast out and we were in the mood for pancakes.

Just around the corner was a 24 hour shop that had pancakes on its sign so there we headed. We sat in the back and the owner was working behind the counter nearby and started to talk to us. The net result of the conversation was that we tasted some delightful breads that he was proud of and got his address with his insistence that we stop to visit with him and his wife on our tour up north of Auckland when we return to the North Island in March-May. The address got put into our file and we intend to see him in again.

At about the appointed time we returned to the hotel and started on the packing and bike assembly. Everything went fairly well considering the poor light, limited room and such, and eventually the bike was ready for a test ride. We had promised some guys at the local bike shop that we would stop to show it to them and give them a ride when we got it together so that is where we headed. By the time we had gone the two blocks to the bike shop, it had become apparent that the front derailleur had been hit pretty hard in shipment and wasn't functioning well. I stopped at the curb in front of the bike shop, got out my tools and worked on it for a few minutes but quickly decided that there were skilled professionals with more and better tools just feet away. The owner of the shop put the bike on the rack, made the adjustment, gave me a spare front cable and his card with his 800 number to call if we needed a hard-to-find part, charged me NZ\$5 and we were on our way. None of the fellows who wanted a ride were around.

That third evening we ate in a third pub and this time had an exotic pizza with tandoori chicken chunks, cashews and many other wonderful things we had never seen in the vicinity of a pizza before. The pizza, a couple of great salads and plenty of local beer laid the groundwork for a good night's sleep for departure in the morning.

Sunday, 7 Dec, the goal was to get somewhat out of town. We had decided that traffic on Sunday morning would be light enough that we could ride on normally busy streets and get out to the suburbs.



This decision was based on our US experience but it may be that in NZ everyone gets up early on Sunday to drive around town. Whenever we mentioned our plan to a local they nodded and had a skeptical look. Sunday morning traffic was very heavy by 9:30 when we got on the road but we struggled on and eventually found our way to Manukau, a suburb south of downtown Auckland. We had only gone 16 miles by, maybe, 1:30 when a campground appeared beside our route and we stopped. We had reached our goal of getting out of downtown and we rationalized that a short first day for old folks who hadn't been on a bike for a month probably made good sense. The tent got pitched beneath a massive yew tree in the tent section and we showered and walked down the road to shop for breakfast, find a place for dinner on a Sunday night and see the area.

We found another pub that looked fine and when we entered to be sure that they were serving food that evening the hostess was so enthusiastic about our eating there we made a reservation for 7:30 and planned to return. Right on time we were back and had some pleasant pate as an appetizer with our wine and beer followed by my lasagna and Dina's weiner snitzel. Both dishes were strange, the lasagna, for example, seemed to be made of noodles and a can of chilli; the weiner snitzel was more like a Texas chicken-fried steak, but since we usually skip lunch, with a few beers and glasses of wine it tasted great.

Monday morning we headed East to follow a bike route from a book that we bought that seems to be the standard (or possibly only) reference on bike routes in NZ. (By the way, if anyone else wants to bike NZ let us know and we will give you the book.) As usual we stopped in puzzlement a couple of times and, as has happened several times before, when we seem puzzled someone goes out of their way to come over and offer help. These locals really are nice, friendly and helpful.

Monday was cold and drizzly. We headed for Clevedon where we stopped for lunch, mostly because we were rather chilled, and then on to Kawakawa Bay. Actually we had intended to continue on to Orere Point campground on down the coast but at a "dairy" in Kawakawa Bay (a dairy is the smallest kind of general store) we noticed a couple of cyclists, with really heavily loaded touring bikes, sitting on the porch and having a drink. Of

MONTAGUE
TRI-FRAME TANDEM

The high-performance tandem that folds.

ROAD
TO
TRIP

99
SECONDS

CALL FOR A FREE BROCHURE
800-736-5348
www.montagueco.com



course we had to stop. It turned out they were a beautiful young couple from Holland who had taken a year off to bike around and they were also headed for Orere Point. The manager of the store came out to join the conversation and before long several locals stopped and we had quite a group. In the course of the banter Dina and I mentioned that it was a lovely place and we really had biked enough in the wet and chill. The store manager went in and called a local motel and reported to us that they had a "backpacker's room" if we wanted to go over and look at it. At the motel we found that the backpackers room was NZ\$35 but had only an outdoor shower while the delightful young woman, who had recently purchased the four room motel (which seemed to be empty), offered to rent us a motel room for NZ\$50 (i.e., US\$31.50) if we preferred. Without looking at the backpackers bargain, we took the motel room and immediately jumped into a hot shower. With a great view of the bay from a delightful room with a kitchen, all at a great rate, we may just stay here a month.

For dinner Dina had purchased some great bread, lettuce and a can of tuna with onion in a savory sauce (a product we have never seen in the states). It made a wonderful salad with several other veggies she had accumulated and we even had chocolate pudding for dessert. And so to bed.

This narrative must now be interrupted to say something about the flora we have been admiring as we ride around Auckland. Plants in bloom (besides every known annual): hibiscus, bird of paradise, oleander, hydranga, canna and calla lilies, magnolia trees, honeysuckle, and inpatiens so large that it took me a while to realize that they were not some unknown bush. Agapantha (I call it spider lily) is everywhere - in yards and growing wild. I have seen some in miniature. Our hostess tells us that this beautiful plant may soon be officially labeled a noxious weed, it grows so well. Bottle brush bushes here are trees about 15 feet tall, with huge shaggy trunks. The country side has Queen Anne's lace (or is it white yarrow?) and all kinds of daisy like blooms. The nasturtiums are almost weeds, growing on the banks of road cuts and covered with marvelous blooms. I have not mentioned roses - fancy hybrid roses, topiary rose trees, climbing roses on fences are everywhere, and climbing trees and crawling away from fences over the ground. But watch out! Often what looks like a bright pink climbing rose on a fence

when it is 100 feet ahead turns into a climbing geranium plant when you get closer. Either one has so many flowers that you can hardly see any leaves. As for plants not in bloom, there are bananas, huge fig trees, all kinds of citrus (several here at our motel), and a wonderment of palms and evergreen pine type trees. Today we saw lots of the giant tree ferns. And some kind of cypress-like evergreen with little batches of leaves near the top of several upright branches. Very strange looking. And the tree most associated with New Zealand, the NZ "Christmas Tree", or Pohutukawa - a tree that is covered (and I do mean covered) with round red blooms this time of year.

Tuesday, 9 Dec, we had a nice yogurt and breads breakfast in our room, walked out and found another couple of cyclists had checked in late the previous evening. With a couple arriving by car shortly after we did there were three of the four rooms rented for the night. The cyclists were from close to York, England, and only had three weeks to see NZ. Still they were planning to bike the Coromandel peninsula and were very philosophical about how that might not allow them the time to get to the South Island. They were young and could wait for another day. Since we had been struggling with the same expenditure of time it served as a model for us and we now took the idea of exploring the Coromandel more seriously.

We were on the road by 9:30 and started up the very long (i.e., about 3 km) steep (i.e., 170 m) hill out of town. It was a two rest stop hill but we got to the top before we realized it. From there it was mostly down hill or flat for the rest of the day. A stop in Kaiaua for an ice cream bar lunch and we made it to Miranda Hot Springs campground right at 3 PM for a 27 mile day. Miranda seemed expensive at NZ\$ 24 for a campsite but that included entry to the hot mineral springs and it was our daily destination so we paid without comment. Then we explored the campground and found that it was the nicest one we had even been at by a wide margin. The central kitchen is large and lovely, the lounge has comfortable chairs and a big TV, the shower room is clean and the water is hot, in short it seems like a bargain once we found what we were getting.

We did go spend time in both the 35 C huge pool and the "adults only" 40 C pool and got totally relaxed. On the way back to the tent our neighbors



asked if we would have dinner with them tonight. Of course I agreed and let Dina work out the details of how to use the food we had accumulated for our dinner.

Dinner with Jim and Gwen was interesting. We ate in their very small RV rather than in the large dining hall and mostly had food that Gwen had prepared. That included, of course, a large chunk of beef but also several veggies. Dina had made a big tomato salad. It was apparent that we were from very different backgrounds. Jim had worked most of his career as a rope cutter in a wire rope factory, cutting the rope to customer specifications. Gwen had worked as a nurse, mostly with children who had a bad home environment. In NZ, Gwen told us, the state often takes children away from their parents and sends them to a state school for a few weeks to be trained in basic skills like cleanliness. Gwen admitted that it often didn't work but there were successes, too. It was a quiet dinner and I had the feeling that Gwen was really quite pleased with herself for having asked us over; I don't think that it was the kind of thing that often occurred to her.

Wednesday, 10 Dec, we debated as we rode about whether or not we should visit the Coromandel on this trip. The pros were that it is supposed to be lovely and interesting. The cons were, 1) a couple of stretches of road that were probably not "sealed", i.e., they were just gravel and here in NZ gravel can be very large stone, 2) the profile of the roads in our bike route book showed several really big hills, 3) it would take at least three and maybe more days at our pace and we really do want to get to the South Island and 4) what probably carried the day, was that I wasn't feeling very perky and was more interested in taking a nap than in considering the decision. Shortly after Waitakaruru a decision had to be made and we turned south toward Ngatea instead of proceeding on to Thames and the Coromandel. Eventually, after 28 miles and at about 2:30, we stopped at the bike shop in Paeroa.

The front wheel had started to squeak (or click, or snap, or whatever, but it is a terribly irritating noise that Dina says is like the Chinese water torture) again. After consulting with the guys at the bike shop we decided on a strategy. They gave me a plastic Coke bottle and I was to cut little rectangles from the plastic and put one between the spokes at each place where they crossed. With that

assignment, and since it was now after three, we stopped at the Visitor Information for data and decided to spend the night in the hotel directly across the street. It was reputed to be the best place in town to eat, they had a good pub and the rooms were cheap, i.e., NZ\$45. (By the way, in the paper today it mentioned that the NZ\$ just slipped below 60 cents US so the room is below US\$ 27; great rate, right?)

I cut the plastic rectangles and slipped them between the spokes. In the subsequent test ride the noise was reduced and had a more "plasticity" sound. We decided that would do for the moment and I took a nap while Dina shopped and such. Dinner was in the dining room fully decorated for Christmas and was quite different and good; we walked the streets to see the sights. One thing we saw was the "street art church", a pretty, normal looking wooden New England style church that was completely covered with artistic graffiti. It was open for the "third world cafe" from 6 until late! But adults and teens were scurrying around closing it down - we could see a room full of clothing (for resale?); must be a real live-wire church. As the sidewalks were rolled up and stored we returned to the hotel just after ten as the hotel bar was closing and perhaps just before we got locked out for the night.

With a long afternoon nap and a good night's sleep I arose full of vigor. Fruit, yogurt and breads in the lounge and we were ready for the day. Today the front wheel spokes don't squeak, it is beautiful and we are on our way to the coast, Waihi Beach to be exact. The road to the beach goes through a very lovely gorge but the road, a main highway with lots of truck traffic, is narrow and full of curves. Several people offer the advice that we take a trail that parallels the road when we get to the gorge and that is being considered as we stop at the Post Office to mail some small gifts to the grandchildren. While Dina is in the PO I am approached by a young man who works for the local paper with the request that we give him an interview and let him take our picture for an article. Of course I agree readily, the thought of world renown is one of the things driving this tour, and I fill him in with all the information that I can think of but still Dina hasn't reappeared. Finally, just as I am leaning the bike against a pole to go in and find her, she comes out swearing about all the problems of customs forms just to mail some tiny stuff and grabs something and goes back into the PO.



So I chat with the reporter again and finally Dina joins us for the picture. It is almost certain that we will never get the copy of the local paper that the young man promised; we have had similar experiences in many midwest towns where it is much easier and cheaper to send us a paper and have received few of them. Still it would be neat to have a copy of the Paeroa NZ news with our picture to post at home if it did come.

On the road to the beach we noticed a bridge over the highway just as the road began to get more curves and stopped to ask. Sure enough, the walkway and bike path that had been suggested used that bridge and the person in the local store strongly recommended that we take it. Back we went to the turnoff and up a short gravel road we found the entry to the walkway. Of course, as has been our experience in a few other of these bikeways, in the attempt to make them very difficult for a motorcycle to use they also make it almost impossible for a tandem recumbent with a trailer to enter. At this point I wanted to just go back and ride on the narrow, dangerous road; how long can we live anyway? But Dina prevailed and we took off the trailer, lifted the bike over the barriers at one side near the edge of a steep ravine, lifted the trailer over at another point and reassembled the unit. Then we pushed the bike down a steep gravel path, up a steep ramp, lifted things over the railings around a turn on the ramp and reached the bridge across the road that we had originally seen.

The bridge was short and ended at the entrance to a tunnel (the trail had been a railway years ago) about a kilometer long. The trick to this tunnel was that it was only about seven or eight feet wide and there was a foot or two ditch on each side that was full of water. To ride through we had to stay on the crowned center portion. That didn't seem too difficult there at the start with light streaming in behind us since it was four or five feet wide. So we got on the bike and started off. The only reference that I had was the tiny light at the other end of the tunnel and all went well for maybe 100 yards when I hit the side of the tunnel with my arm and we gave up. Walking was better, but not much. A kilometer is a long way to walk, bent over to push a bike and occasionally stepping in water because you got too far left or right. We finally got to the other end and into the sunlight again. Next time I will dig out a flashlight and hold it in my mouth to light my way.

The path was gravel, but small gravel, and easily rideable so we proceeded. Actually at about this point I realized that Dina was right; when we look through the pictures of the trip in the years ahead the shots that she got as we entered the tunnel will be worth the discomfort. Still, I would have just ridden down the dangerous road. Now as we rode along we encountered dozens of children. It seems that a couple of youth groups had decided that this was the time to walk this walkway. Of course we stopped and told our story amidst hordes of kids poking at us and our bike but it was fun and added to the trip.

Finally we got to the end of the path and it wasn't nearly as much trouble to get out as it had been to get in. A lot of work, but not as much as the entry. Back on the road it was a delight to ride along for the mile or so to the Waikino railroad station. This old station is still in service to serve as an end point for a tourist train between Waikino and Waihi Beach, about 6-7 km away. We stopped, looked over the many displays about the history of the area and the gold mining that took place here (cyanide process extraction of the gold with all the fish kill, etc. that it implies) and then biked on into Waihi Beach. It had been a short day, about 20 miles total to the campground. We registered, pitched the tent, biked onto town to get some additional food, walked to the beach to collect shells, watched some surfers, strolled back to the campground and took our showers, commented about how quiet the front wheel had been with those chunks of plastic Coke bottle between the spoke cross points, had a great dinner in the campground kitchen, wrote on this note and went to bed. Another day.

This morning, Friday, I just talked with the campground manager and he agreed to let me use the phone to send and receive E-mail. If you get this, everything worked.

Gene and Dina, on the road in New Zealand Frustration. This morning, Friday, 12 Dec, I talked the operator of the campground into letting me use his phone and sending and receiving my E-mail messages. It was a long distance call but he called the operator and found out how much it was per call and per minute and whatever and decided to let me use the phone, for a charge of course. All these places have pay phones and they suggest that I use them but there is no way that I have figured out how



to use them with the computer. I got plugged in and made the connection with the Auckland contact number and the messages that we had written began to disappear just like they were supposed to. When all the outgoing messages had vanished the computer proceeded to the job of locating my incoming mail. I waited. And I waited. the timer continued to run and still I waited. I wondered if I should disconnect, or hit some key, or something but finally a message came through, "cannot process", and the service disconnected me. Actually, I love to send messages but the incoming mail is really an important part of the process and now we wonder just what might be out there and how can we get it. Well, we will again be at a cooperative place and I will again give it a try. After the frustration we finished packing and started off for the day's trip. We left the campground at Waihi Beach about 10 AM and headed down the beach road south. The beach road was quiet and fun to ride but lasted only a short while before we swung right and merged with Highway 2, the main and busy road. Fortunately it had a good shoulder, not wide but usually adequate, so it was noisy with truck traffic but tolerable. We proceeded about 12 miles to Katikati where we stopped at a Visitor Information

center and found some of the friendliest people with lots of information. Between chatting with the folks at VI and then getting Dina a snack (a grilled cheese with onions that was wonderful but way more than she could finish so I had to eat some of it) we spent well over a half hour at this stop. Finally we got back into cycling and proceeded another 12-14 miles down highway 2 to the town of Omokoroa where we checked in at another Kiwi campground. Kiwi is a chain of campgrounds, like KOA. Here, all campgrounds are expected to have certain amenities, like a big kitchen area with stoves, sinks with hot water, microwave ovens, toasters, etc. Also expected is a laundry area, lounge with TV, pool tables, etc. Really pretty posh. Along the road there were many crops being grown, citrus, avocados and lots of vineyards. Each field was surrounded by what appeared to be a huge hedge made of trees. The trees had clearly been topped and trimmed severely and made an almost solid wall about 30' high around each of the fields. When we finally asked someone about it they explained that these tree hedges were what made agriculture possible in New Zealand. According to the young woman we were speaking with, the occasional severe winds will blow with such force that growing crops is not



PennyWise Cycle Tours

Specialists in Affordable Tandem Tours of England

South of England

August 15-28

East Anglia

August 29-September 11

Ride on quiet lanes and roads, stopping at castles, churches, stately homes and delightful villages brimming with history and beauty.

We offer:

Great accommodations

Experienced owners/leaders

Baggage transport

Full English breakfast daily

Couple- and tandem-oriented

Daily distances of 35-55 miles

Who are we:

Chris Davison lives in Swanage, Dorset, England and has led many groups of American tandemists on adventure tours of England. **Rich Wolf** has led bicycle tours for Bike Vermont for 8 years. Both have traveled extensively on their tandems, and personally lead each PennyWise Tour. We work extra hard to ensure your satisfaction. **References available.**

How to reach us: Call 1 888 605-4531 or e-mail us at PennyWise_Cycle_Tours@usa.net

Visit our website: <http://pennywisecycle.home.mindspring.com>



economical unless they are protected and the trees do the job. Dina really wanted to eat out tonight but the only restaurant in town was about 2 miles away and we really didn't want to walk that far over hills and such after dinner in the dark. So we biked to the restaurant in the daylight, or actually to the grocery store that was on the first floor of the same building, and bought some food. To satisfy Dina's desire to eat out we stopped at a fast food place on the way back to the campground and bought some stuff that we could heat in the microwave. Right next door to the fast food was a liquor store so a few bottles of a local dark beer supplemented the meal and made it just like a quality dining out experience, right? Well, when you are cycling you do what you have to do. My fast food choice was lasagna - it deserved another try. Well, again it seemed to be lasagna noodles with a sauce that had the flavor and appearance of canned chili. Only this time, being served as fast food, it was a very neat square about an inch thick, breaded with crumbs and deep fried. So it goes. Tonight we need to do the wash anyway so it was good to stay here at "home". We did take one suggestion from the VI people in Katikati and that was to call for a room at what they said was a great B&B. Therefore tomorrow we will stay at Fitzgerald's Irish Inn in Mount Maunganui. After a couple of nights in the tent it should be delightful. Saturday morning we got on the bike at a reasonable 10 AM and were on our way for a short day to Mt Maunganui. Shortly into the ride, as we went down a long hill, we had a scare and learned, or rather relearned, a lesson. At about 35 mph suddenly the bike began to swing from side to side and it was apparent that the cause was the trailer. Quickly we braked and stopped beside the road. A quick inspection revealed no apparent problem until we thought about how the trailer was loaded. Our habit had been to open the front and pile things in and this resulted in several heavy things being put in first, in the back, with lighter things to fill the empty space. The trailer weight distribution was rear heavy and when this was corrected to about 60% in front of the wheels the problem has not reoccurred. Of course we have rented trailers for the car and read many times the instructions about having the weight toward the front and it works for bikes too. The main road, highway 2, was very busy, as usual, and we biked directly into Tauranga and had a problem at the first big intersection that we hit. Again as usual as we stopped and studied the map, a man

came out of somewhere and directed us down the road in the right direction. This time we headed north through town toward a big bridge that worried us but the fellow who gave us the directions said that bikes don't even pay tolls. Just at the approach to the bridge we spotted a VI center and stopped for lots of local information, especially a map of Mt Maunganui marked with the location of Fitzgeralds. Proceeding onto the toll bridge we were waved through the toll both as we had been assured and biked slowly along the bridge to look at the lovely bay on either side. With the map from VI we went directly to Fitzgerald's Irish Inn and stowed our stuff. A shower and clean clothes and we were ready to climb the mountain. Mt Maunganui is the name of both the town and the mountain that rises for 761 feet at the north end of this long beach city. It looked very close and we decided to walk to see it. The bike trip had only been 16-17 miles today but by the time we then walked a mile or two to the mountain, climbed to the top and walked back down we felt tired. Certainly the view from the top is wonderful and when you are looking at our pictures sometime in the future you will also appreciate that, but it is one of those things best appreciated after it is all done. Earlier in the day we had discussed a number of local restaurants but by the time we got back to the inn we opted for the closest one. That evening our host agreed that we could use his phone to check our E-mail and everything worked this time and we got 31 messages. There were the usual assortment of jokes and such but there also was a message from our daughter Nancy to tell us that a tornado had blown the roof off of the storage unit where we have stored lots of stuff. Really odd it seems. When we were biking back from Kansas to Houston in October we saw on the TV news one night that a tornado had blown a roof off a storage unit "In the Lake Houston area" and we thought it might be ours, but it turned out to be a few miles away. Now it happens again and this time it got us. Before we left the US I got a policy to help with just that kind of thing so now we will see how well it helps.

Sunday, 14 Dec, we had a big Irish breakfast at Fitzgerald's and biked SE toward Rotorua, one of the "must stops" in NZ. We had decided to take it easy and just go as far as Te Puke, maybe 15-20 miles along, because there were two attractions there we thought might be fun. It turned out that the



attractions were really 3-4 miles on past Te Puke but about a mile past the attractions was a motor camp with tent sites. We passed the attractions and went to the motor camp for a place to stay for the night. It turned out that the people had just bought the motor camp and they really didn't have the facilities expected for tent sites, i.e., a nice kitchen, a lounge and such. Still they were eager to please and opened their personal camper trailer for us to use as a kitchen and lounge, so we pitched our tent next to the trailer and settled in. The attractions are 1) Kiwifruit Country and 2) a museum of antique autos. Back we went to the Kiwifruit Country for their tour and such. Here we found that most of the fields that we thought were grapes were actually Kiwis (or as they say here Kiwifruit) on their vines. A few interesting points that we picked up on the tour: 1) Kiwi are picked based on their sugar content and ripen very slowly if, and only if, they are exposed to a temperature of between 0 and 1 degree C within a short while after being picked and then are stored between 0 and 5 C. If treated this way they can be stored for 6-9 months and taste fresh. 2) the Kiwi blossom contains no nectar so, to get bees to pollinate the fruit, the growers bring in hives of bees and put nectar into the hive every other day. That way the bees, who only have limited communication skills, think that other bees must be finding nectar in some of those flowers and stay in the area investigating and pollinating the kiwifruit. 3) there are male and female kiwifruit and in the vineyards there at about seven females for every male. Not bad odds but a good stud horse or bull does better. We finished at the Kiwifruit place about five which didn't allow time to visit the old car museum. Back at the campsite we decided that it was about time for a loafing day and that this was a good a place as any so we would loaf tomorrow and visit the car museum. In NZ, beer and wine cannot be sold on Sunday except to accompany food in a restaurant, but we did have a small amount of wine in a bottle in the trailer and the campsite owner gave us a couple of cans of a local beer so with these supplies, some crackers and a small container of pate we stimulated our appetite. Then Dina fixed a great salad from several local veggies and sautéed some local asparagus, with an added cheese sauce, for a fine dinner. There was a full moon and it was a truly lovely night.

Monday, 15 Dec, was the designated loafing day so we slept late and ate slowly, sitting on the picnic table in the shade of the trees beside our tent. Our shade trees are an avocado, a huge fig, and several citrus with good fruit we are encouraged to eat. We had yogurt and again we had some wonderful muffins. One difference between here and England is that in England we rarely could find a muffin; here they are plentiful and wonderful. After breakfast we biked to the antique auto museum and restoration center and wandered there for a couple of hours. They had many interesting cars on display but we also wandered in the back where the work was going on to chat with the three or four people in the process of fixing up other old cars, both for display and for private owners. Now to go into town or, as we were to find out, the village. Just past the campsite about a kilometer is Paengaroa where we headed to find out the hours of the restaurant, get some money from the ATM and see the place.

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.



Well, one of three isn't bad. The restaurant isn't open on Mondays and neither is the fast food take-away nearby and the town is too small to have an ATM but we did see the place. The most interesting thing there is the bee products outlet where you can buy anything bee associated. We tasted several kinds of honey (ranged from fair to very good), tried pollen (not great) and were amazed at the variety of things offered. There is a 4 square store, a NZ chain of tiny groceries or dairies, in Paengaroa so we could again stock up on some sort of foodstuffs and for tonight buy a bottle of wine. (For some reason the NZ law will allow these tiny stores to sell wine but not beer.) Back past a veggie stand for more fresh fruits (we got Napier cherries for a snack - very good) and veggies and to the campground to write this missive and get back to our loafing. Our hosts allowed us to use their phone to make a call to the closest Compuserve contact, Hamilton, and we got our messages before we went to bed.

Tuesday, 16 Dec, we had lots of our host's citrus for breakfast before we ate our cereal. The place had orange, lemon, grapefruit and some tiny, marble-sized orange things (that I called kumquats and Dina thinks were mandarin oranges) that I ate skin and all. Our host had said "Help yourself" so we did and they were great. Dina even ate a lemon. We paid our bill for camping two nights, using their phone for E-mail and a couple of beers that we bummed and it came to NZ\$30; quite a bargain. With that we got on the road by 9:30, intimidated by the 30 miles and hundreds of feet of climb ahead. The day went well. Shortly after noon we were about 20 miles into the trip and essentially at the peak of the over 1000 foot climb. From there we relaxed and visited a wonderful waterfall on the Okere river. It is about 8 meters high and we were fortunate enough to catch a couple of kayaks going over it. Finally, after about 30 miles and a total climb of 1920 feet for the day we arrived at downtown Rotorua. Lots of foxglove blooming along the roadside today. For the last few miles it had begun to rain and the rainfall rate had steadily increased so that on the edge of town we did stop and put on our rain gear. The rain did help us to make one decision. We were wondering whether we wanted to stay at a very nice sounding campground 2 Km from downtown or at a backpackers hotel in town. We opted for the hotel. Backpacker's hotels are a great NZ institution. For a nominal fee you get a great deal by our standards. In

this one, for example, we got a nice large room, big enough to bring in our bike and trailer, with a double and single bed, a kitchen with a fridge, stove and table and a private bath, all for NZ\$44, i.e., US\$26.50. And we are within two or three blocks of the center of this town of about 55,000. We may stay for a week. Once we were settled we walked into town and got some cash from an ATM machine (is anyone else still amazed that you can walk to a machine in a foreign land, stick in a chunk of plastic and get local money?) and had dinner at a tiny cafe that the gal at the hotel desk had suggested. We ate a ton of neat, off-beat stuff, drank lots of beer and the bill was NZ\$30.50, i.e., US\$18.50. Maybe we will stay in Rotorua a month.

Wednesday was the day we decided to attend a Maori concert and a hangi, both held in the evening. The outfit that we chose because it was cheapest at NZ\$45 happened to be taking a few days off so we made reservations with the other one that we knew about at NZ\$52 per head. The bus would pick us up at 6:30 PM here at the hotel so we had the day free. The Rotorua museum put out a good brochure and was an easy walk so over we went. It is in a lovely, ornate building that was built as a bath house by the government. One wing still is devoted to documenting its prior use as a bath. This wing on building history is quite interesting, from an engineering standpoint among others, since it deals candidly with all the problems that were encountered trying to use the local, hot, chemical laden water. Corrosion of pipes, failures of concrete floors and walls, failure of reinforcement, it all happened and the poor doctor in charge fought his way through it, probably without competent help. Finally the costs of operating it as a bath just got to be too much and it was converted to a museum. The major permanent display at the museum deals with the most recent really big volcanic eruption in the immediate area, a huge blast in the suburbs that took place on June 10, 1886. I forget the exact number but several hundred cubic kilometers of stuff got blasted into the sky that night taking away what had been the major tourist attraction and a primarily Maori village. One guide said, for example, that it would be 15 times the size of our recent Washington state Mt Helens blast. The tourist attraction that got blown away was a couple of silica terraces built over several thousands of years by hot water deposition, one white and one pink, each covering many acres.



These were full of pools and banks and must have been truly spectacular. People came from all over the world to trek from the coast, hire Maori canoes and be paddled to visit these terraces. There are lots of stories, some sad, some heroic, about the village which was destroyed by being covered by 5-10 feet of ash and mud. All this and a display about Bob Marley, the Jamaican musician legend. Fine museum. From there we wandered about town, viewed the lake and rose gardens, sent some E-mail and got ready for the evening. The pick up for the evening was right on time and on the bus ride to the simulated Maori village it became apparent that each wara (canoe, i.e., bus) that arrived there that evening needed a chief to participate in the welcoming ceremony when we arrived. I volunteered and became our chief. Arriving at the village the seven chiefs assembled and waited until a Maori warrior came out of the bush attempting to intimidate us. Once he found that we couldn't be intimidated he placed a peace offering in front of one of us, that happened to be me, and I had to walk forward and pick it up without taking my eyes off him. When he was satisfied after trying a little more intimidation he finally retreated and eventually we were let in. The Maori ceremony was interesting and fun and the dinner (hangi) was good. When you next see me ask to see my little necklace that I got for being a great chief.

Thursday, Dec 18, was our second Rotorua tourist day. We had signed up for an all-day bus tour of sights in the area. Again the bus was on time at 8:20 AM, this time with a charming driver named Brett who seemed extremely knowledgeable. The tour took us to Waiotapu first where we started at a pool of boiling mud. Fascinating stuff, like a fireplace, you can just stand and watch it boil for a long time. Blupt, blupt while another spot goes blipt, blipt, blipt. Hot springs, more terraces being built, colorful ponds and interesting comments from our guide. We also arrived for the daily spurt of Lady Knox Geyser. It is a little of a cheat since the geyser would normally erupt on a cycle estimated to be between 24 and 96 hours but it was discovered years ago that if a little soap is added it goes within minutes. (No, they don't add a 1/4" diameter by 1" sliver as we did with the kids when we were young. They use 1.5 kg of soap powder.) From there to Waimangu and more thermal stuff, including seeing the hole, now a lake, that an eruption in 1917 created,

plus having a fine lunch. At lunch the drivers switched us to different buses and our group proceeded to the buried village, the one that was covered in the 1886 eruption. A very interesting walk through excavated buildings and a wonderful waterfall. To see the waterfall we had to go down lots of steps, some very steep, wet and rocky, well labeled with "do not do this if you have any heart problems", then we could see the upper falls, then down more steps (some of them wet rocks), then through a low ceiling "cave", i.e., pile of rocks, then we could see the lower falls, then down even more steps and wet rocks, across a small stream on rocks, and eventually up, up, up. Really neat! Heading home we stopped at a couple other local attractions, including a redwood forest started with California seedlings in 1901 (in NZ the trees are growing twice as fast as they do in CA) and then got dropped off at a local PAK'N SAVE to buy food for tomorrow's ride. (No, we are not going to stay in Rotorua for weeks; it is time to be moving on.) Interested people can read all about these attractions in any good guide but we agree with the Frommer's that Joe Mountain lent us and that we are carrying that, "in Rotorua the tourist attractions give very good value". When we visited Walt and Ruth in Houston and went out to dinner, Walt observed that we should go to an Italian place because, from reading my notes, that was clearly my favorite. Probably he is right. So now, this Thursday evening here in Rotorua, we decided to try an Italian place just a couple of blocks away called Zenelli's. In their ad it said BYO but we didn't know what that meant and didn't bring along a bottle of wine. We should have. That afternoon in the Pak'N Save I purchased a bottle of a nice Australian cabernet for NZ\$6.99. At the restaurant I found that BYO does indeed mean that you can bring your own wine even though they are selling wine at the restaurant. They do charge a small "corkage" fee to open and serve your wine to you. At this restaurant it was \$1 per person so we could have had our bottle of wine with dinner for \$9. The cheapest wine on their menu was \$6 for a 200 ml glass or about \$22.50 for a bottle. Well actually we had a glass of wine at the hotel before we left and didn't order any with dinner but still I regret not finding out the system before we went and taking advantage of it. Despite my frustration with myself, the food was reasonably priced and wonderful as I have come to expect from Italian restaurants. Walt is probably



right, but there seems to be a shortage of them in NZ.

Friday morning we arose at about 7:30, Dina cooked us a fruit porridge breakfast (oatmeal with assorted dried fruit bits that we found in the store yesterday) and we packed for the road to be out before the 10 AM deadline. Everything went well and well and we were on our way before 10. We had decided to go to Taupo but it is over fifty miles away and there are two big hills on the way. Fortunately almost exactly half way and in the valley between the two hills is a small place called Golden Springs and our info indicated that there was a campground there. We biked the 30 miles and over the top of the 750 foot hill on the route (the top is 500 meters above sea level) and even with a stop for lunch we arrived by 2:30. We are beginning to feel pretty tough when we bike over these hills without great stress. We have been here for a couple of weeks and haven't walked up a hill yet. It had been overcast most of the way but when we arrived the sun came out and it became a glorious day. The roadsides here are lined with Scotch broom - a brushy shrub that right now is covered with bright yellow flowers. In the sunlight the yellow seems to sparkle and glow. Absolutely glorious. We saw a lot of a pampas like grass growing wild also. Shorter leaves and the parts that make the flowers are long and soft and droop. The campground was a real find. It was very clean, had all the normal amenities (kitchen, lounge) as well as a hot spring with a bathing site. Here at this campground we caught up with a couple from Holland who are biking around NZ with their two children, maybe 7 and 8 years old. Someone in Rotorua had told us about them and how we might run into them somewhere and sure enough we did. They are on four bikes and the kids are doing their own peddling. Those Dutch! A couple of days ago they had an accident and the kids got some fairly serious scrapes. They had these wonderful stories about how helpful everyone had been but after you have been here a while it seems normal. Dina and I went to the hot stream and sat and read for as long as we could take it. The nephew of the campground owner stopped by our tent site and mentioned that he was a tuna fisherman who had just finished smoking some tuna and didn't we want a taste? Of course we accepted and it was wonderful. Once we indicated that we liked it he insisted that we choose a large chunk from the chest he was carrying. Now

we have a problem. Despite our buying food for tonight's meal we had decided on arrival to eat in the campground restaurant tonight because it looked very nice, but putting that big chunk of freshly smoked tuna into the salad that Dina had intended to prepare sure sounds good. Such problems.

I am writing this in the evening of Saturday, 20 Dec. Today we stopped at a place playing Christmas carols. It seems weird, warm Summer weather, haven't been to a Christmas party, no plans for the holidays. Can it really be Christmas in a few days? Well, we will see. By the way, is something about "grandma got hit by Santa's sleigh" a big song on the radio there this year? It seems to be pretty frequent here. When we finished the status report last night we were trying to find a friendly telephone to call Hamilton, the closest city with a Compuserve telephone number. The whole idea of using their phone for a computer call spooked the owners of the campground where we were staying but they suggested the next door neighbor who is an electronics technician. He, of course, realized how little danger to him my using his phone with my computer would be and hooked me up so that I got the status sent and the incoming mail received. We may have mentioned that NZ seems cheap and a good value in almost everything. Well, telephone service is one thing where NZ is a rip off. For many years telephone was a monopoly and only recently was some limited competition introduced. For example to call this nearby city for six minutes on a Saturday morning costs about NZ\$6, i.e., a dollar a minute in slack time! Such is the cost of staying in touch. Friday evening we called Anne Mears, a native NZ woman who now lives in Long Island and who we had sat beside on the plane from LA to Auckland. She is visiting her mother in Taupo and had been very insistent that we stop and spend a day or two with her at her mother's home there. In the phone conversation she said that she still wanted us to stop there and was preparing beds for us to use but that she was leaving Saturday morning to drive to Auckland and pick up her daughter and wouldn't be back until Sunday evening. Well OK, I thought. Her mother was also on the phone and said several positive things so we decided that we would at least stop and feel out the grounds. After the phone call we sat and chatted at our tent with a young couple (early 40's) from Holland who were doing an extended bike tour of NZ (six months) with their



kids (8 and 10 years old) biking along on their own bikes. The kids were even carrying their own clothes in panniers. They don't really believe in paying for a campsite and usually "free camp" near a farm house or in a field, preparing most of their own food rather than eating out frequently as we do. We took their picture, saying that they were a great example and that we intended to show them to our kids and grandkids. They then returned the favor and took our picture, saying that they were going to show us to their parents and grandparents. Something for everyone. At this point we decided to save that big chunk of smoked tuna for a day and offer to fix dinner for us and Anne Mear's mother in Taupo the next night if things turned out where that might be appropriate. That left us free to eat at the campground restaurant which we promptly did because it was getting late. The dinner was great. Our first taste of NZ lamb. Wonderful! Much better than in the US, where we usually don't care for it.

Saturday morning we arose about seven but didn't get on the road until our normal ten. In the book about cycling, the route for Saturday seemed about the same as the route we had followed Friday, lots of climbing but only 25-30 miles total so we thought that we would be in Taupo by about 2:30-3 PM without any great difficulty. The route was close to the prior day's in profile but there were actually more and steeper hills. In addition there were a couple of roadside attractions that we thought were worth a stop, most notably one on geothermal power generation.

With this we arrived at Anne's mother's home after 3:30 PM and found a cryptic note on the door addressed to us inviting us to stay Monday and/or Tuesday. Still we knocked, and a very elderly lady answered the door, recognized us and asked us to come in for tea. The home was really charming, surrounded by lots of flowers and with a lovely view of the lake. The woman who had invited us in was delightful, for several moments at a time, but it became apparent that her short term memory was almost gone. When she shared with us the notebook that she kept where family and friends wrote things for her to remember, we wrote a nice note and slipped away to find another place to spend the night. Over dinner in a local backpacker's hotel just three or four blocks from the house, the scenario that we constructed is that as she left the house that morning Anne confronted just what she had done

and realized that she had invited a couple of people who she really didn't know at all to spend a night in her marginally coping mother's home while she herself would be many miles away. Our intention is to check back Sunday evening and at least say "Hello" and perhaps it will be clearer then.

Saturday evening we did have most of that tuna in a big salad for dinner and it was great. With some of the wonderful local bread and cheese they have here, a couple of local beers and even banana bread cooked by the hostess of the hotel for dessert, it was a fine finish to an interesting day. We enjoyed listening to the conversation at the next table of four young men who had pooled their resources to produce a potluck dinner. Two were traveling together and they all compared notes on interesting places to travel (Thailand, Malaysia, Vietnam, etc.) and on their careers that allowed them weeks and/or months at a time to travel. The two traveling together were in theater and worked in productions of Cats, Hunchback, etc. in various locations.

Sunday was our day to see Taupo. We had intended to start with the 15 minute tour in a double decker bus but at the desk of the hotel we found a sign announcing a free ride to the Craters of the Moon, a free attraction on the other side of town, and decided to go there. Then we also noticed a sailboat tour of the lake that visited some ancient Maori rock carving (carved 18 years ago) and signed up for the 2 PM sailing. With that our day was planned. Four of us from the backpackers hotel took the ride to the Craters of the Moon, three of us to see the sights and one young oriental fellow with his backpack to start his hitchhike on up the country. The "Craters" is a thermal area with steam, blowholes, strange colors and lots of my favorite, boiling mud. One very deep, steep conical hole had random sized chunks of mud, varying from about the size of a finger to maybe the size of three fists, flying out at varying times and to varying heights. Some would stick to the sides of the hole and eventually build up enough to slide back to the depths. Others would get caught by the breeze and splat down outside the hole. I couldn't get the picture out of my mind of an angry gnome, charged with digging a hole with his hands and down there at the bottom flinging mud up. Right across the street from the "Craters" (well, probably at least a mile hike) is Huka Falls. The river roars through a steep sided stone channel, perhaps 50 feet wide and



a couple of city blocks long before falling several meters. With water so blue, rock so black, the roar and the sparkle of sunlight on the surface it is a wonderful sight. We had an ice cream cone (not a politically correct one, I think, but probably full fat) and watched the water for several minutes. Finally it dawned on us that we had to walk to the boat dock for our sail and that it actually was quite a long way and the time was short. On the map there was a path and at the start of the path there was a sign, "45 minutes to the park, 3 km." Our Houston thinking kicked in and Dina said, "Well 45 minutes is a lot of time to walk just 3 km." In Houston that may be the case but on a NZ path along a stream through the woods it turned out to be quite accurate despite huffing and puffing up and down the hills. Once out of the woods and to the park and it was sidewalk downhill to the docks so we were there right on time. Of course the boat didn't leave until maybe 2:15 anyway so we could have been more leisurely. Our sail was on the Barbary, a boat that Errol Flynn had won in a card game years ago and sailed in the Pacific. (Probably some of you TCA members remember Errol, at least on the late movie reruns) The present owner, Bill Dawson, a sheep shearer, house painter and general handyman and sailor, had found the boat where it had been wrecked and bought it cheap. It was in poorer shape than he thought and several years of work later he got it into the water and he is now trying to make a living with it on Lake Taupo. If today is any indication he may make it; there were 28 (at NZ\$20 per head) of us on the deck of this 42 foot sailboat for one of two daily sailings, but this is summer and, as we all know, the living is easy. We sailed out to the "Maori carvings", some quite attractive creatures and designs in lakeside rock formations, and Bill explained that an art instructor and some students with scaffolding and power tools had been there about 18 years ago to produce this ancient artifact. Their efforts were successful because many people visit and snap pictures of this sight knowing full well the history. Perhaps most tourists are not too candid with those viewing their slides. Back at the dock right at 5 PM, Bill announced that tonight's 5 PM cruise was free if anyone wanted to come along, it was a fine night for a sail, but I didn't notice anyone taking the offer even though he was right, it was a wonderful evening for sailing. Now we had to walk back to the hotel. It was about 2 1/2 miles away yet and our feet were

tired. We also had to find a place to eat dinner and that is sometimes a problem on Sunday evening.

Everything went well. We made it back on our sore feet (day's total hike, including dinner 8 or 9 miles) and a pub down the street was open for dinner until nine so we had time for a shower before dinner. The pub did have Guinness on draft but the food was pretty ordinary. At dinner we debated about leaving Taupo the next day and about the route we would follow. From Taupo there are three routes south to Wellington, the west coast route that we intend to take back north in late March or early April, the central route that goes past the premier volcano and the east coast route that goes through Napier, a town totally rebuilt in art deco style after being wiped out by a 1931 earthquake. Tough choice. Dina suggested that we stay in Taupo another day if we could get a tour given by a local volcanologist and that would cover the central route in his car better than we could do it on a bike. Back at the backpackers hotel we called and got the tour but they didn't have a double room for the next night! We signed up for a single room with a pad on the floor but at least our route decision was made. The following morning Peter Otway arrived in his four wheel drive Isuzu and we were off for our seven hour tour around local volcanoes. Peter was originally a surveyor who, early in his career, got into surveying around volcanoes to see if eruptions could be predicted. He has been with it ever since and is now retired but still involved on a contract basis. Clearly he loves his subject. Lake Taupo, that we were beside, is the crater lake of a truly huge eruption. Back in the year 186 AD it exploded with such force that it is estimated to have blown at least 65 and perhaps over 100 cubic kilometers of stuff into the air. That is about 100 times the recent Mt. St. Helens blast to put it into perspective, so it was big. Still it was of a type that doesn't build mountains, everything leaves, so we got a lovely lake. To quote from Peter's brochure, "the avalanche of scorching pumice, sweeping outwards at speeds of up to 1000 km per hour, not only incinerated the forests but peeled back the land surface." Must have been some show.

That was our start. We proceeded south to take Peter's "Land tour around the Tongariro National park volcanoes". The tour included a circuit around the park and a visit to both the verdant side and the desert side of Mt Ruapehu, which last erupted in '95-



'96 and made the ski snow dirty and scared off some business. On the desert side the attributes of four wheel drive became apparent as we slipped and slid up the rough gravel slope. The tour price is NZ\$140 per person so the day cost us US\$170 but for a volcano expert like Peter to take us and share his knowledge with us it seemed like a bargain. Now we could go to Napier without feeling we had missed something important on the central route. The seven hour tour extended from 9:30 AM until 6:30 PM. Peter loved his subject. He asked us at least twice if we didn't want a different tour tomorrow, and to come to his home (on the cliff above the Maori carvings) and see the view and meet his wife. Guess we had been asking the right questions.

Up about seven on Tuesday, 23 Dec, and packing for the ride to Napier. Napier is about 90 miles from Taupo, three days at our normal pace, and out of Taupo we must climb from about 360 meters elevation up across a plateau at about 800 meters. But first, we need to stock up on food for the trip. The information is that there are few places to stop on the route and it is almost Christmas so places may not be open. In downtown we stop at AA for the appropriate maps, at an engineering supply place for a couple of bolts for the bike and at Woolworth's, an Australian food company, not the US firm, for supplies for the trip. And we are off.

Immediately, as we leave town, the road starts up and we don't get out of low gears for the next 18-19 miles, until we have climbed the whole 1400 feet at an average speed of less than six miles per hour. 1400 meters is, by the way, 0.3 mile, straight up; a long way to carry a bike and trailer. About half way up it starts to rain softly (actually, Dina thinks we are just in a cloud) and gradually increases as the temperature drops. By two-thirds of the way we stop and put on rain gear to avoid the chill and somewhere in there we decide to spend the night at the first place we come to, Rangitaiki, if they have a dry bed available. After we top the peak and begin to coast a little the rain is less, the sun seems to begin to break through and we arrive at Rangitaiki. They have a lovely motel unit, large and open, with a living room and the standard kitchen and bath. We have the food for tonight and even decide not to eat in the restaurant as we take the room. As we sign up for the room the sun breaks through, the rain ceases and it becomes a lovely day. OK, time for a few



statistics for those so minded. We landed on Thursday, 4 Dec, early in the morning, so we have been here 20 days. Of those 20 days, we have actually biked on 12 of them. People ask, "How far to you go each day?" and we usually answer, "About 40 km on the days we bike." The answer was more accurate than we knew; 40 km is about 25 miles and so far we have averaged 24.8 miles per day. In those 300 miles we have climbed 11,550 feet (Dina's speedometer has an altimeter that accumulates the climbs). This is about 2.2 miles, straight up. NZ is hilly country. In this period we have spent NZ\$2392, if Dina has written down everything (Oh, these compulsive engineers) which, if the exchange averages 61 US cents, is US\$73 per day. This is composed of: 1) a place to sleep; campgrounds range from NZ\$12 to 24 for two people in a tent, a double room in a Backpacker's Hotel which has been from NZ\$32 to 44, or a hotel/motel which for us has been between NZ\$40 to 70 (but could be MUCH higher if you wish). 2) food; since campgrounds, Backpackers, hotels and motels all have kitchens for our use, we always eat breakfast at the site, either cereal or yogurt and breads and that may cost NZ\$7-10, snacks may cost NZ\$2-10 and dinner usually runs NZ\$40-50 with a couple of drinks. All in all it isn't an expensive country for us to bike tour.

Gene and Dina Stucker
on the road in NZ



EUROPE ON TANDEM!

SUMMER '98

Spirited tours lead by nationally acclaimed tandem builder, Glenn Erickson.

These are exceptional tours in the best of France and Switzerland created for tandems only

Rhone Valley July 26-Aug 9

Switzerland Aug 15-28

Provence Aug 30 -Sept 12

Call, write, or e-mail for detailed itineraries and info



6119 Brooklyn Avenue NE
Seattle, WA 98115
206.524.7731
1.888.972.0140 toll free
<http://www.ecycletours.com>



THE NOVICE TANDEM EXPERIENCE

PART I

Before Tandem

When I was in my late twenties, I became a regular recreational cyclist. My wife, Kara, continued to teach aerobics. One Saturday we attended a tandem seminar put on by a local bike shop at a park. We each had a short ride as a stoker with an experienced captain. Then we were allowed to venture out on our own. It was great! I think we were most impressed by our riding speed, but the togetherness and smooth ride were pluses too. They had issues of TCA Doubletalk there and we started a subscription.

My tandem lust was quite intense, but as you know, new tandems are a bit expensive and we could not bring ourselves to go into debt for one. Time passed. I continue to crave a tandem and absorbed all the Doubletalk articles. We occasionally rode together with the usual problems associated with mismatched abilities. Unto us a child was born.

During the cycling season of my daughter's first year, Kara was stuck at home with the kid when I did the weekend club ride. By fall, we had decided that we wanted to get a trailer during the winter so we could ride as a family the next year. Our Christmas gift lists for the family gift exchanges were short: money for the trailer. After Christmas we took our booty and bought a trailer.

We used our trailer quite a bit. With me pulling the trailer, our paces were nicely similar. Sure I wanted to pull the trailer behind a tandem, but the family rides were much improved and there was not a real need for a tandem.

Going onto four years old, our daughter was becoming a bit big for the trailer. If we were to be able to ride as family next year, she would have to become a kiddie stoker. At last! The tandem had been upgraded from a want to a need.

PART II

The Purchase

I commenced shopping in the fall. As I explained to Kara, since we were considering a used tandem, we could not count on the appropriate size/style/price being available in the spring. I went back through two years of Doubletalk classifieds and listed suitable tandems and analyzed the prices. Thus educated, I determined to check out all the local bike shops. We were now living in a different state from the shop that had put on the nice tandem seminar. I did the rounds and came up with a real find. One shop had a prior year's tandem marked down \$200. With a \$100 dollar model year price increase, this equaled a potential savings of \$300! This seemed much too good to pass up. But a test ride was in order. I cleared it with the store for us to ride the tandem and pull our trailer. Saturday we showed up for our ride. It was a beautiful day, warm and sunny.

Imagine my dismay when the manager indicated our test ride was to be limited to laps around the parking lot. This would not do! A road test was needed for me to consider parting with such a large sum of money! The manager relented and we wobbled off. Several miles out the timing chain came off. It was a bit loose and it came off two more times. Then while riding I noticed that my crank assembly could slide back and forth. I normally carry some tools, but had not brought my pack on the test ride. We stopped to assess the situation. Despite the bike shop's mechanical error, we thought we would buy this bike. I could not stop my crank assembly from moving left or right and scratching our bike-to-be. Eventually we took off the timing chain, and Kara powered the tandem and trailer back to the bike shop. How often does a captain get away without pedaling?

Back at the shop, we concluded negotiations for the purchase. Since this cycling season was near its end, and we did not actually have the funds for the bike, we put it in layaway for the winter. Opinionated tandemist that I had become, I negotiated for changes in the seats, tires, and handlebars.



In six months we would actually have a tandem! I sometimes wondered how many TCA members did not own a two-seater.

PART III

Ownership

In February, we brought the bike home. The eccentric had been tightened down. However, they had neglected to align the captain's and stoker's pedals. They were not 90 degrees out of phase, just randomly misaligned.

We enjoyed a nice summer of family riding. Come Labor Day weekend we were going to participate in the Midwest Tandem Rally which was to take place just ten miles from our home.

The Saturday MTR loop would be mine and Kara's first real ride together as an adult team since the test ride. We made it through, but not without an embarrassing moment. We had to stop at a stop sign in the middle of an uphill grade. The grade temporarily increased where we were stopped just before the cross street. I was concerned about this uphill start and asked Kara to provide extra power starting out.

We started up again fine and crossed the cross street. I then went to put my right foot back into the toe clip. I ceased pedaling for this little maneuver. While I was stopping my pedaling briefly, Kara was still in full power mode. She kept the pedals moving while I kept my legs still. My stiff, straightened left leg was pushed upwards from the bottom to the top of the pedal stroke. I involuntarily rose from the saddle, nearly going over the front of the bike. I crashed back down and we ran off the road and into the ditch. We remained upright and the whole stupid thing took place at a rather low speed.

Upon regaining the road we chatted with a tandem team on a recumbent who had witnessed our mishap. Upon learning where they were from, I had to ask where they were staying during MTR. Yes, they would be tent-camping at our house. We had displayed our ineptitude to our guests-to-be.

PART IV

Tech Talk

Our tandem is a Burley Rock 'n' Roll. It is no mountain bike; my desire from the beginning was to



end up with a hybrid. Our tires are 1-1/4" slicks rated at 100PSI; I usually pump them up to 110PSI. We usually have a kiddie crank installed.

On my road bike I rarely ride in the drops, I prefer a more upright position and gazing at the scenery. I felt that on a tandem I would also prefer a more upright position, and it would be nice to have the controls usually at your fingertips. Hence my desire for a straight handlebar, which also would put my hands further out to the sides for better leverage. However, a plain straight handlebar does limit one to a single riding position. One way to get another position is to add bar ends. I went one better. I installed a handlebar which I have not seen for sale for a while. It is basically an oval with a bridge at the middle front. I have seen for a sale a similar, perhaps updated, version. It is also sort of an oval with a bridge, but it is curvier. I like my handlebar, it offers quite a variety of positions from upright to wide-spread arms-out to pseudo-aerodynamic.

We upgraded to Tailbones brand seats. Gel for the captain. Gel and old-fashioned springs for the stoker. Our computer is installed on the stoker bar with rear pickups for speed and cadence. About 18" of additional wire had to be spliced into these leads.



Bicycling Magazine
"Bike of the month"

It'll grow on you.

Are your child stokers 3' tall today and heading towards over 5' tall before you know it? The Family Tandem™ will grow with them. Big sister on the front in the morning and mom or dad captaining this afternoon? The Family Tandem™ sprouts up instantly. Green Gear's unique telescoping seat tubes allow for an easy fit for people from 5' tall in the front and 3' tall in the rear to 6'5" in front and 6'2" in rear. Call today for information!

THE FamilyTandem™
Fits all...small to tall

Dealer inquiries invited.

From GreenGear®, makers of Bike Friday® & Tandem Two'sday™
Eugene, Oregon www.greengear.com 800-777-0258



Seat post and stoker bar binder bolts have been replaced with quick-release skewers.

After several months I thought I felt a catch in the drive train. With three chains and four axis I could not tell where it was coming from. I found it by accident upon removing the kiddie crank. The catch was in the kiddie crank bottom bracket. I was still entitled to a free tune-up from my bike shop. Everything else was working fine on the bike. Having little regard for their talent I had been planning to forego the free tune-up. But maybe I could get a kiddie crank rebuild out of them instead. They said I needed an entire new one and they obtained one from Burley (thanks Burley!). I suspect that this is the only kiddie crank that bike shop has ever seen and that they overtightened the clamshell. I don't know if other brands are built this way, but I caution you to not tighten the clamshell any more than needed to prevent side-to-side movement.

I had a few other nit-picks with this bike shop, which has since closed. One of the seat-collar clamps was on backwards. During the six months the bike was on layaway, the tires I had selected were out of stock. I settled for a different selection in the end. Upon bringing the bike home I worried about the lack of availability of 26" x 1-1/4 tires and decided to purchase a spare. I got my first choice via mail order in three days.

We now have two children, ages six and two. I see us cruising someday on two tandems. But what if only three of us can do a ride? Wouldn't a triple be a blast? Maybe we will win the lottery. Kara says to consider a Trail-a-bike or Alley Cat. Oh well, I expect we will continue to enjoy riding multi-seaters one way or another.

Fritz & Kara Krueger
Westfield, IN

THE NORTHERN ROCKIES

Have the Colorado roads become a bit too hectic for you? Do the roads seem a bit too narrow in Colorado? May I suggest a tour in the northern Rockies of Montana, Alberta, and British Columbia. Anne and I did two weeks of tandem touring from West Glacier, MT to Jasper, Alberta. We rode 735 miles in eleven days with two different bicycle tours. The first tour from West Glacier to Banff covered 490 miles in six days was with Cycle America. The second tour was five days from Banff to Jasper with Backroads of Berkley, CA. The Cycle America tour was very similar to a Pedal the Peaks (PTP) tour with high mileage and a tent at the end of the day. We opted to make our own motel reservations. Cycle America doesn't transport luggage to and from alternative accommodations. We used a small backpack to transport the evening's necessities and the next day's cycling clothes back and forth to the campground. Cycle America provided mechanical support, luggage transport, all meals with breakfast and dinner at the campground, and a single daily aid station that included lunch. There were two self-service water stations at the specific points each day. There was a nightly route rap after dinner to go over the next day's cue sheet. The route was also marked

with yellow paint arrows. The first couple of meals were below par. In Pincher Creek, Alberta Tracey and her catering service joined the tour. The food was excellent for the remainder of the tour. The Cycle America tour was like a very small PTP (only 63 riders). Most riders were Cycle America loyalists or X-PTP riders cashing in on their prepaid 1997 tours. Old PTP jerseys and jackets were the dominate colors.

The first day we rode through Waterton-Glacier International Peace Park via the Going to the Sun Road. I think they call this highway the Going to the Sun Road because cyclists must be off the western side of Logan Pass between the hours of 11:00a.m - 4:00p.m. To reach the summit of Logan Pass by 11 means leaving West Glacier at daybreak and riding into the sunrise (implying Going to the Sun). The ride was a spectacular and the scenery got better the higher we climbed. Once over Logan Pass (Continental Divide) our destination was St. Mary. In the lodge I lamented to Anne that I hoped that the best scenery wasn't already behind us.

From St. Mary we rode north on Route 2 to 17 and back into Waterton-Glacier International Park



where we crossed into Canada. The terrain was hilly with lots of short climbs and it was obvious that the best scenery was not yet behind us. Just after lunch we took the optional 20 mile out and back to Waterton and the Prince of Wales Hotel. The remainder of the day was flatter with a gradual incline into Pincher Creek. Pincher Creek claims to be the windiest place in North America. We found it to be warm, dry, and breezy. We left Pincher Creek via the secondary road 507 north. After about 20 miles we rejoined the main highway Route 3. Route 3 was busier but it had a wide shoulder. We rode past Frank's Slide which nearly wiped out the town of Frank back in the early part of this century.

About a half mile long section of the mountain broke off creating a huge rock avalanche nearly filling the valley between the mountains. From Frank, we rode over Crows Nest Pass into British Columbia and again crossing the Continental Divide. The Continental Divide follows much of the border between Alberta and BC. From Crows Nest it was on to Sparwood, the home of the world's largest truck. We were now in coal mining country. After Crows Nest Pass the road leveled out and the remainder of the ride into Fernie was great for tandems. There were two other tandems on this tour (one from Oregon and one from Pennsylvania). We made up a lot of time in the last forty miles. We arrived early enough to help unload the luggage trailer at the Sundowner Hostel. The campers were happy to have indoor accommodations because it rained nearly all night. Fernie is a ski town which has numerous motels and lodges and two bike shops.

In the morning it was cool with a light drizzle as we rode out of town. A few miles up the road we came across deer to our left. Then there was rustling to our right and a big horn sheep was running alongside the tandem. He quickly darted up the rock wall to our right. At the town of Elko we left the Route 3 for a longer ride on secondary roads towards Baynes Lake. We rejoined Route 3 in Jaffray. Route 3 is a very good highway with relatively wide shoulders. It is the main highway with numerous trucks including loggers.

The speed limits are little lower in BC than the US and the drivers were very courteous. At Wardner we again left the main highway for a less traveled secondary road to our day's destination of Fort Steele. Fort Steele is very small town with only a



campground and B&B. The town was bypassed by the railroad back in the late 1800s. Today it is a restored fort with the Wild Horse Theater. This was another good tandem day with most rolling terrain. We made very good time even considering we rode the option to Baynes Lake. We stayed at the Emery's Mountain View B&B. The owners are retired and are just delightful and enjoy sharing their home that overlooks the river valley with mountains on both sides. From Fort Steele we rode north on BC 93/95 towards Invermere and Radium Hot Springs. We followed the Columbia River north to Lake Columbia and river's headwaters. The Purcell Range and Wilderness area was to the left and the Hughes Range was to the right. The terrain was slightly rolling up but we made excellent time averaging about 15 mph for the 80 plus mile ride. Radium Hot Springs is little resort town known for its public hot springs and the south entrance to Kootenay National Park.

The final leg of the tour from Radium Hot Springs to Banff was 90 miles with two climbs. The first climb started immediately after entering Kootenay National Park. The first mile is so was 8-10% grade that leveled off to about 6% for seven more miles. The scenery continued to improve. The





BUKE TOPPER

TOPPER LOK



ATOC WE EXPANDED! **TOPPER** Rack Products

TANDEM TOPPER

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



Drive
Attach

IMPROVED FOR '98

Atoc Inc.
6615 180th St. SW
Lynnwood, WA 98037
800-ATOC-021
(800-2862-021)
FAX (425) 743-0483
www.Atoc.com

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

Official Sponsor - Burley Cycling Classic



route followed the Kootenay River north, which implied that we were continually gaining elevation. The going was slow for most of the day. The final climb to Vermillion Pass and the Continental Divide and into Banff National Park, Alberta, was relatively easy. Maybe we were finally getting into shape. The descent was fast and short to Castle Mountain. A storm moved in and we donned our rain gear for the first time of the tour. Wearing it for the final 30 miles down along the Bow River into Banff. About 20 miles from Banff, we had our first of three flats in the rain. The final flat occurred as we entered Banff. The sun returned and we walked the bike the rest of the way. We were out of tubes and we had two days off to get ready for the second tour to Jasper.

Cycle America puts on a good tour. They provided us with all meals and transport of our luggage. The route was very scenic with plenty of rivers, lakes, mountains, snow capped peaks and great valleys for fast riding. The crew was very friendly and supportive. Once the dinners and breakfasts improved everyone was happier. The route cue sheets and ride tips were great and the routes were well marked. When possible we were routed off the main highways. The main highways had moderate to wide shoulders making riding in traffic more comfortable. I would have preferred two smaller aid stations with food, rather than the one aid station and two unmanned water points. We never needed water at the first water point and on the longer 80-90 mile days I was hungry about a third of the way through the ride. I prefer a rest day in the middle of the ride. By day six I was really tired. I had a bad morning that day but my strength did return after lunch. We felt like we had earned two off days in Banff. Anne washed clothes on Saturday morning while I worked on the bike. Saturday we cruised Banff on foot or by bus. Banff is similar to Colorado ski towns in summer, with lots of shops and tourists. Banff has three small bike shops and a great pub called St. James Old Irish Pub.

Sunday we did a little riding to the outlying sights. Later in the afternoon we met up with the Backroads group for the luxury part of our vacation in the Canadian Rockies. No more planning what went into the backpack. Our luggage would now be delivered to and picked up from our rooms. Sunday evening all 26 riders met for dinner with our tour leaders, Steve and Bob. Both leaders had given up banking and engineering jobs several years back to

lead Backroads tours. Before dinner everyone introduce themselves. After dinner Bob and Steve passed out the week's cue sheets and briefed everyone on what to expect for the week.

During week one Anne and I carried panniers loaded with arm & leg warmers, jackets, polypropylene gloves, ear warmers, extra long sleeve jerseys, rain gear, and plenty of extra food. We were told to expect extreme weather changes but all we had was sun shine and record high temperatures.

For week two we pared back to one pannier to lighten the load for the short mileage days of the second tour. Most days we met for breakfast at 8:00a.m. After breakfast Bob or Steve would go over the day's route and options such as extra miles or short hikes along the way. Anne and I got our miles on week one so we were very interested in the short hikes, even though we did ride most of the optional mileage. The basic route on day one was 33 miles from Banff to Baker Creek with an optional 10 miles to Lake Minnewanka. The route would retrace our ride into Banff from Castle Mountain. Of course we opted for the Minnewanka option. It was at the beginning of the ride.

About half between Banff and Castle Mountain I noticed another tandem approaching us. I said to Anne, "Isn't that a tandem?" As the tandem zoomed by we hear, "Bob and Anne." Anne said that it was Barb Kontny and Jeff Libby (CSCC members from Colorado Springs). This time we were traveling up along the Bow River on Route 1A. A few miles went by and Barb and Jeff pulled along side. We asked them to join us for the Backroads picnic lunch at Johnson Canyon Campground. Barb and Jeff had just completed a Timberline Tour around and through Glacier National Park the week before and were spending the week at Baker Creek doing day rides, hikes, and drives in Banff and Jasper National Parks. After lunch and conversation, Barb and Jeff took off to finish a 50-mile ride, and Anne and I opted for a short 3-4 km hike. We met up later for drinks and to make arrangements to meet again for dinner in Banff on Friday.

The Baker Creek Chalets were nice small individual log cabins. No phones, just peace and quiet. Barb and Jeff had a large two-story room in the newly built lodge. Jeff was celebrating a significant birthday. Their mileage for the day may be a hint to which birthday it was. It was fun seeing



them and exchanging tales of our individual adventures.

The route from Baker Creek to Lake Louise Village was only 27 miles with no long options. We rode directly to the Post Hotel to make our individual dinner reservations. We then rode up to Moraine Lake. Moraine Lake is a glacier feed lake in the Valley of the Ten Peaks. This by far was best scenery we had seen. It was hard to believe that the scenery kept improving. From Moraine Lake we rode up to Lake Louise where we did an 8 km hike to the teahouse at Lake Agnes. From Lake Agnes you can see the entire valley and ski hill.

What a magnificent day! We had visited Lakes Louise, Moraine, and Agnes and saw the Valley of the Ten Peaks and Mt. Victoria. Final surprise was a gourmet dinner and night at the Post Hotel. Life doesn't get any better than this.

From Lake Louise we rode to Num-Ti-Jah Lodge on Bow Lake. The basic route was 40 miles with an optional 8 mile ride to Peyto Lake and many short hikes. We rode up 1A towards Lake Louise but we turn towards Field onto Great Divide Road where we crossed the Continental Divide and enter BC and

Yoho National Park. We did a short 3.2 km hike to Ross Lake before riding back into Banff National Park. From Great Divide Road we turned East on Route 1 the Trans Canada Highway for about 6 miles to Route 93 north towards Jasper.

Shortly after turning onto 93 we entered Jasper National Park. We lunched at Herbert Lake. We were now riding north on the Icefields Parkway. Having reached Crow Foot Glacier it was only a few more miles to Bow Lake. The weather was picture perfect and each mountain topped with a Glacier. I wish I could have seen them from above. At Bow Lake we turned left to the Num-Ti-Jah Lodge. After a shower we hiked part way around Bow Lake.

Backroads hosted a pre-dinner wine and cheese reception in the Num-Ti-Jah library. The dinner was excellent. The rooms were modest and dated. It had a lot of character. It was fun staying in this very large stone and log lodge. Breakfast at Num-Ti-Jah was at 7:00a.m. for an earlier start for the 87 mile basic route to Sunwapta Bungalows at Sunwapta Falls. Backroads brought in a second van and third leader to assist with the ride today. The route sheet indicated numerous points of interest along route but there were no turns. The points of interested

Custom Cycling Jerseys for:



ABBOTT TANDEM TEAM

- *TANDEM TEAMS
- *CLUBS
- *EVENTS

L. Gaylord Sportswear

Call Laurie Abbott

(714) 548-5427 or

Fax (714) 548-2756

894 Production Pl. - Newport Bch, Ca 92663



were strictly distance aids. Due to the difficulty of the route, there was no formal lunch stop. We packed lunches prior to leaving Num-Ti-Jah. There were two climbs the first from Bow Lake to Bow Summit, and the second and most difficult was Sunwapta Pass. There were two short hike options. Most of the riders in the group were intimidated by both the distance and the difficulty of the route. Peyto Lake was a short 2-3 mile out and back ride from Bow Summit. Several riders took the van shuttle to the Peyto Lake parking lot. From the parking lot it was five minute walk to the overlook. The lake wasn't visible from the highway. By riding to the lake, we got a preview of the beautiful valley to the north. The second short hike option came on a great downhill. We stopped and did the 10-15 minute hike to the canyon. The fast moving river had cut a very narrow and interesting path through rock to form Mistaya Canyon. It looked like connected holes in swiss cheese. We rode the next 20 miles without stopping. Anne was getting a little restless. We stopped at one of the recommended picnic sites which was about 38 miles into the ride.

About three miles after lunch the right rail on my saddle broke. We got off the road at the next pullout to wait for the Backroads van. The van without trailer stopped but didn't have a spare saddle. The second van with the trailer was back at the lunch stop. We could have ridden back in the van, but instead we tried to repair the saddle. I splinted the saddle with short pieces of a spare spoke and duct tape. Anne noticed that the left rail was also cracked. A few miles later we reached the base of Sunwapta Pass. About a half mile up the pass the saddle totally collapsed. We made a U-turn to return to the Weeping Wall pullout where the van had planned to pick up riders to shuttle up the pass. I immediately removed the saddle and waited for the van to arrive.

Earlier at lunch Steve had asked if we intended to complete the ride. I said only a mechanical failure or rain would stop us. Just before Steve pulled up in the van it had begun to drizzle. As Steve got out of the van he asked, "Is it mechanical or rain?" "Do you have spare saddle?" "Yes."

We had lost nearly an hour and had backtracked several miles. Everyone was now in front of us and even riders taking the sag would soon be at the top. Off we went up the nine miles to the summit. The drizzle stopped but it was cooling off quickly. We

reached the summit and started down toward the Icefields Visitors Center and the Columbia Glacier. We had crossed over another divide of sorts, from here the river flows north towards the Arctic Ocean. We stopped at the Icefields Visitor Center for a quick bite to eat and to put on leg warmers and jackets. A storm was moving in over the glacier. We knew we couldn't stay long. We had lost a lot of time and we were hoping for better weather to the north. After a quick descent we were climbing again. We haven't expected this.

At the top of this climb there were great overlooks of the mountains, glaciers, and Athabasca River Valley. A great descent was impeded by three slow moving mini-vans. After the descent we were traveling at over 23 mph. If the terrain holds and 25 miles to go, we'd reach Sunwapta Falls in about an hour. We did encounter few small hills but we began catching riders who had taken the van to the summit. The weather cleared making for very pleasant riding. By the time we reached Sunwapta Falls we had passed all but four of the riders in our group.

Our last dinner together was a BBQ. The final day was a short 15 mile ride to the base of Athabasca Falls where we whitewater rafted the final 15 miles into Jasper. In Jasper we showered at the Aquatic Center and van shuttle back over the highway we had ridden in the previous five days back to Banff. On the final day it rained. It was only full day of rain in two weeks.

The Backroads tour was the vacation we had expected. The lodging was great and meals superb. The leaders were great and everything couldn't have been better. There is no way to compare the two tours except for the scenery. The scenery was great from the start and seemed to get better daily.

We enjoyed both tours. At least half of our lodging didn't have phones or TVs in the rooms. This permitted us to really escape. With Cycle America we rode long miles with strong riders. With Backroads we got to kick back and do some hiking and socialize with people. We had near perfect weather except the last day in Jasper. I wish that we could have continued to ride to Vancouver. We arrived back in Banff around 5:30p.m. We began to pack up the bike when Barb and Jeff arrived. Barb changed our dinner reservation to 8p.m. at the Banff Springs Hotel. We had a wonderful dinner and great



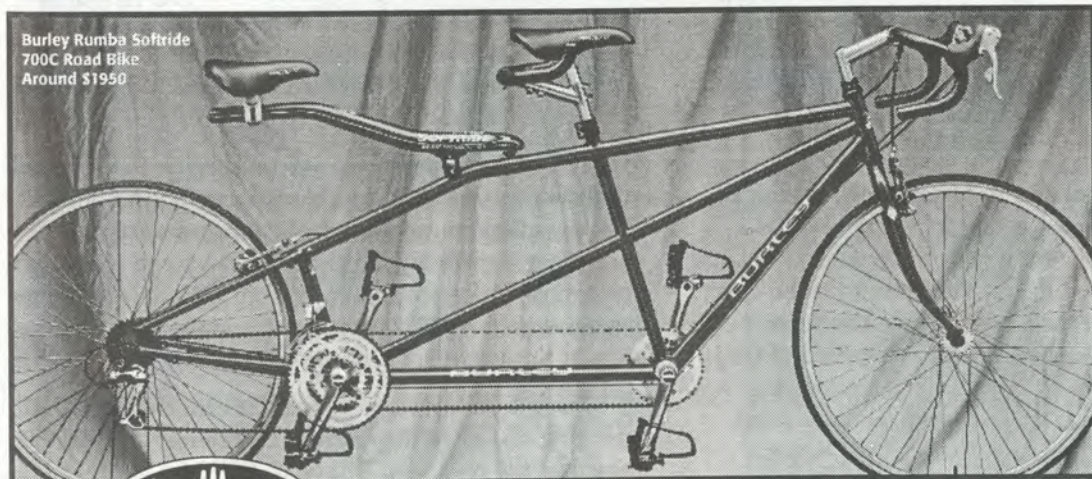
conversation about our adventures. Barb and Jeff were to drive back to Colorado the next morning. We were flying out of Calgary. Jeff was trying to convince Barb to stay in Canada. I wonder if they are back yet.

In conclusion we'd be hard pressed to do another week tour of Colorado. It's more bicycle friendly up north, the scenery is spectacular, and the main highways have shoulders. The Canadian national parks have wonderful services with showers and flush toilets. The mountains are smaller with timberline around 6000 feet and are a bit more rugged and closer together. There are great valleys to ride though with large rivers and glacial feed lakes. God willing we will return to Montana, Alberta, and British Columbia.

Just prior to leaving for this tour we found out that our Cannondale Road Tandem had a bad fork. We couldn't obtain a new fork in time, so we rode our Santana Cilantro Mountain Bike Tandem with 1.25x26 inch Tioga City Slicker tires. The Cilantro came through for us just fine. After the three flats going into Banff we replaced the rear tire.

We have a BikePro soft side tandem bag. We used it to fly the bike as baggage to Kalispell, MT. Cycle America picked us up at the Kalispell Airport, and they transported the BikePro bag to Banff for us in one of their trailers. In Banff we stored the bag at the Caribou Lodge where we returned for a one night stay prior flying back to Colorado Springs from Calgary. The trip from Banff to Calgary was with Brewster Gray Lines. The bike bag easily fit in the under storage of the bus. Make sure you let your touring company know that you are bringing a tandem so they can make adjustments. Backroads has two rental tandems available from their Canmore facilities near Banff. They claim their Canadian Rockies tours are their most popular. The week we rode with them they had six tours going the same week. Some hiking, biking and combination tours.

Bob Smith
Colorado Springs, CO



Burley Rumba Softride
700C Road Bike
Around \$1950



BURLEY

1-800-311-5294

Burley Design Cooperative
4020 Stewart Rd. Dept. 3 • Eugene, OR 97402
(541) 687-1644 • Fax (541) 687-0436
www.burley.com

Two Fast, Two Smooth

The Burley Rumba Softride is a marvel for the road—light, quick, and sublimely smooth. Custom-quality. Realistic price. We couldn't bear it any other way.

Call us to learn more about Burley Design Cooperative, Burley tandems, and North America's best tandem dealers. Nine models to tickle any stoker's fancy.

From \$1100-\$3200

**NO
COMPROMISE!**





RACING IN NEW ZEALAND

I appreciate that there aren't enough Celsius and Fahrenheits out and about in the US at the moment to form a decent pack ride, let alone a race, and so most of you are filling in the hours between bike maintenance writing verse, but we're definitely still riding over here in New Zealand. I promised a write-up of the Serious Fun Tandem Race held over the New Year holiday, and, at last, here it is:

The race is held in conjunction with the TNL Top of the South tour, one of the major stage races for half bikes in this part of the world. TNL has two races: Race 1, for A and B grade (roughly, cat 1 and 2) and Race 2, for C grade, veterans and women. TNL is a 5 day stage race, and this year they had about 120 riders in Race 1 and 60 riders in Race 2. Serious Fun Tandem Race does the same prologue as TNL, so we get the ramp off the truck, the start line, finish line banners etc., and the same criteriums (two of 'em) as TNL - we race before them, and get the same course, the commentators, TV cameras, banners and crowds, including the A grade racers who go bananas over the sight of the tandems racing. For the road races, sometimes we do a different course to TNL, and sometimes we do a shortened version of the same course, rolling out on the back of the A grade pack (no, we're not allowed to pass them!).

It is held from Blenheim to Nelson (or reverse, in alternate years), which are at the top of the South Island. The area is well renowned for its high population of both Celsius and Fahrenheits, who run a lot of the wineries in the region. They also form large crowds on the beaches and inland plains of the area, although there are a little less of them as you get over towards Nelson (to the west), as they don't like the bushclad valleys and hills nearer the coast.

As we live in the North Island, Denis and I left on Thursday morning (the 1st of January) and drove down to Wellington for a 1 pm ferry crossing. After a bit of trouble because of the Christmas migration over to the South Island, we finally found somewhere to leave our car. We put Big Blue, our Burley in the hold of the ferry, and when we got to the other side, we gave the panniers to someone we'd met on the crossing who promised to drop

them off in Blenheim. We found an A-grader who was also riding to Blenheim, and we sped off and covered the 30 km from the ferry terminal in less than an hour. (Yes, our panniers made it too!).

There were 9 tandems registered for the race, but all looked fit and mean. Several mixed teams, but mostly the teams were two guys. Most of these teams would have hung it OK in the A-grade at the Burley Classic. Most of the top teams are mountain bikers rather than roadies (although they do both) and are awesome descenders. General classification is by points, awarded for finish (20-15-12-10-9-8-7-6-5-4-3-2-1), sprint primes in the crits (3-2-1) and hill climbs (4-3-2-1) This makes it quite strategic, as finish placings are very important, but there is no point in getting big time gaps on a field.

Last year we got second in this race.

The prologue was held on Friday evening, and was 6 km. It was an out and back. We did it in 8:17, and got second (by 3 seconds) to the tandem of Kennett and Galloway, who won the race last year. Third place was Rainbow and Callahan, who were 4th last year. There were 4 teams under 9 minutes, and all but one other were under 10 minutes. It looked like a good race.

The next morning, we started with a flat, 40 km road race around a 20 km block near Blenheim. Despite many, many attacks by a number of teams including ourselves, the entire field stayed together for a massive sprint finish. We got 4th. This Average speed was about 38 km/h for this stage. GC was now 1. Kennett - 2. Rainbow - 3. Us

The afternoon stage was a flat criterium around a dogleg course in downtown Blenheim. Over 35 joined in the race, and I have to say they made it more difficult. I think next year those guys should have their own race, and leave us alone. A lizard also joined in, in the space my tongue used to occupy. Kennett went straight to the front, with Rainbow on his wheel, then us. Rainbow got gapped, and it took us half a lap to get around him. By then Kennett was up the road, and although we chased hard for several laps, we couldn't close. Eventually it was us and Rainbow sprinting for the primes. They got both



primes, and the finish, and we were third. No change in GC. We were a little depressed that we were down at this point, but the next day was the hills - our specialty!

So on Saturday we all loaded our bags into the support vehicle as this day was to take us through to Nelson. There were a few less this morning - we'd been pretty hissy with them the night before and some of them had obviously got the message. Those guys are nice on their own, but get too many of them together and they get up to all sorts of tricks like stealing water from your drink bottle.

The morning stage was 50 km (supposedly) to Pelorus Bridge - just a few rollers, but often a deceptively hard stage. The pace was on right from the start, and by the time we got to Havelock (about halfway) there were just 4 of us including the organizer of the race, Mike "sit-on" Gane. Kennett, Rainbow and us were taking really hard laps to hold the bunch off. None of us except Sit-on were sure where the finish was. 50 km came and went. Finally at 58 km we saw the 3 km to go sign, then the 1 km to go sign, and Mike's sprinting furiously, what??? Was that the finish???? We got 4th - again! No change in GC.

After a rest at Pelorus - beautiful spot - we had a picnic by the river - a whole lot more that hadn't ridden in the morning turned up, with their friends, the Sandflies - we were off for the afternoon stage. This is a 50 km stage through to Nelson, and has ALL the hill climb primes for the entire tour in it! Three major climbs: the Rai Saddle (3 km), the Whangamoas (5 km) and the Gentle Annie (0.5 km). Lots of points available, and we've been waiting for this. Before the stage started, we had 10 km neutral through to the start at Rai Valley. Den and I had saved our last tin of Cytomax from our US trip for this race, and right now we're sucking on the stuff bigtime in an attempt to ward off the voracious Celciuses. The start of the stage was pretty sedate, with everyone thinking of the hills. On Rai Saddle, 3 bikes quickly broke away - Kennett, us and a young team who had been a bit overwhelmed on the flats. No Rainbow! We took 3rd over Rai Saddle. Over the top, an easy descent, then 10 km fast along the bottom to the Whangamoas. Rainbow gets back on, but sits on our wheel, and calls out to me "Hey - do you mind if I just bike around at the back here?" We look up - wow - scary, you can see a cutting way up



in the clouds. We were pretty worried, as we hadn't changed our cluster, and our lowest gear was a 44-21. If we could've changed it at lunchtime, we would've, but by then our gear had gone through to Nelson. We really were seriously overgeared for this hill. Oh well, no option but to ride the gear, so we took off right from the bottom of the hill. The other teams all thought we were crazy as we started up this huge motorway-type hill, standing and (kind of) sprinting, with 4 km still to ride to the top. By the time they (Kennett) realised that maybe we weren't crazy, we had an enormous gap - maybe 300 m on the steep climb (at least a minute). As we got closer to the top, we could see Kennett chasing, but we kept going, and got over the top with maybe 100 m gap to claim the hill points. No sign of Rainbow again.

Very gnarly descent - winding and scary, as the road is not closed, and the trucks coming up like to cut the corners onto our side of the road. Kennett catches us halfway down and goes by. We chase hard across the bottom but he gets up the Gentle Annie ahead of us then sits up and the two of us work together to the finish. We have an awesome sprint together, which he wins by half a wheel. All the hill points (and Rainbow's failure to collect any of

This Tandem FLIES!
and rides like a dream



www.bikefriday.com
1-800-777-0258

Custom-fit. Packs in two suitcases. Checks as luggage on the airlines.

Tandem Two'sDay



the lesser placings) put us into second place on GC by four points!

The next morning's time trial is going to be the decider. Unfortunately despite a gut-busting effort, it is 1. Kennett - 2. Rainbow - 3. Us. It is 16 km, and a fast course, we do 19:11, Rainbow, 18:58 and Kennett 18:56. Now we're hanging onto second place by 1 point.

The final stage is the most fun - a criterium on the cathedral circuit in Nelson. This is a winding, multi-cornered hill criterium, with a hairpin on the climb, then three very hard corners on the descent, a screamingly fast downhill finish straight, and a very fast 90 degree corner (no relation to those pesky) back into the hill. When you tell the A-grader halfers about it, they initially do not believe that tandems could ride this course. However, once you relax, and learn to swing the back end of the bike (stokers) it is the most fun you could ever have. Once again, Kennett got away early, but us, Rainbow, and

another team battled it out the whole way for second place. We got a second and a third in the primes, and then sprinted Rainbow for the finish and got it to take second. After giving us a hard time in Blenheim about not going hard enough into the corners, Rainbow told me afterwards he couldn't believe how hard we were cornering in Nelson - said he could see our back wheel floating. Felt good to me!

In the end, the finish order was 1. Kennett - 2. Rainbow - 3. Us (one point behind!). It was great to have such a battle for second place as it put some fun into it. We got double our entry money back (\$60), a couple of drink bottles, LOTS of fun, and a chance to hang out with the. We couldn't ask for a better vacation

Make it part of your vacation next year!

Frith Brown and Denis Cooper
North Palmerston, NZ

TAKES TWO TO TANDEM

ed note: The following is shared from the SKI FOR LIGHT (SFL) Bulletin by TCA member Laura Oftendahl.

The New England Regional doesn't sit around once it hangs up its skis for the season. Summer activities include canoeing, nature hikes, and that perfect sport for blind people -tandem cycling.

For the fourth year, a tandem day ride was organized in early June, recruiting sighted "captains" and their tandems from the Tandem Club of America membership around New England. Willing volunteer cyclists were also recruited via various e-mail lists.

Twelve visually impaired people as well as 8 or so Ski for Light guides on single (half bikes) enjoyed the sunny weather, friendly roads and good company. Laura Oftendahl who tandems several thousand miles a year continued in her role as event chair.

Typical of SFL events, there was an overwhelming willingness to make the day perfect. Tandem enthusiasts were so much into the idea of sharing the exhilarating sport with blind people that they hauled their tandems to Boston from as far away

as Albany, New York; Hartford, Connecticut; and Manchester, New Hampshire. The shortage that day was actually in the number of blind people!

It turned out to be a great day of cycling, and a memorable experience for many, as evidenced by this e-mail. Mark Shelley of Shrewsbury, Massachusetts wrote:

"This past Saturday I was fortunate enough to participate in the Blind Stokers Rally in Arlington, MA. The routes were 18,25 and 35 miles of rolling terrain with no large climbs. Most folks did the 35 mile route that went through historic Lexington, Concord, and Bedford.

The weather was fabulous, sunny, warm, and very dry. I arrived around 9:15 and met my stoker, Amy Bower. After some adjustments in the parking lot, we were on our way with Diane (my wife) on her solo, and Wallis and Terri Sholar on the Santana DaVinci. Along the way, we met and added Rob Shaffer and Darryl Harrison to our happy clan. We stayed together for most of the day, taking a nice leisurely pace, except on the downhills where Diane worked her behind off trying to keep up.



Darryl Harrison gets my vote for most impressive feat of the day Darryl hadn't ridden a bicycle in many years (and never a tandem). He rode 35 miles on a Cannondale RT series bicycle, without a shock post, in long black running pants. There was one stretch where I did hear that sequence of BAM, ouch, sorry, bump... Darryl was a real trooper and did fine.

Amy hadn't been on a bike in a while, but rode rock steady smooth, and had a comfortable cadence. We were in-sync as a team within the first couple of miles. We had only one "tandem moment" where I forgot that it wasn't my usual stoker back there. I didn't think for a moment about applying the brakes on the one downhill on the route where we hit 42mph. When I did apply the brakes at the bottom, I heard a sigh of relief and realized what I had just done to my stoker. Bad captain!

I had a great time, met some wonderful people, and learned a little bit (like you can't ask a visually impaired stoker what chainring you're in). Diane learned that when you lead a 6'3" blind guy around, you have to look out for low branches.

If you ever get a chance to participate in one of these events, do it, you'll feel great, and allow some folks to experience riding who otherwise would never be able."

Rob Shaffer of Manchester, NH responded: "I was going to write about the New England Regional Ski for Light Blind Stoker ride this past Saturday, but Mark gave an such a complete and excellent report so there is little for me to add in the way of facts. Mostly I just wanted to say that participating in this event made me FEEL GOOD! It was a great group and everyone seemed to have a wonderful experience, captains and stokers alike.

I was riding with first-time stoker, Darryl. I have to admit, I got a pretty good workout that day! Our Tamer seat post just arrived, so if Darryl joins me on the ride next year, I promise him a little softer ride!"

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:

January-February, 1998

November-December, 1997

September-October, 1997

July-August, 1997

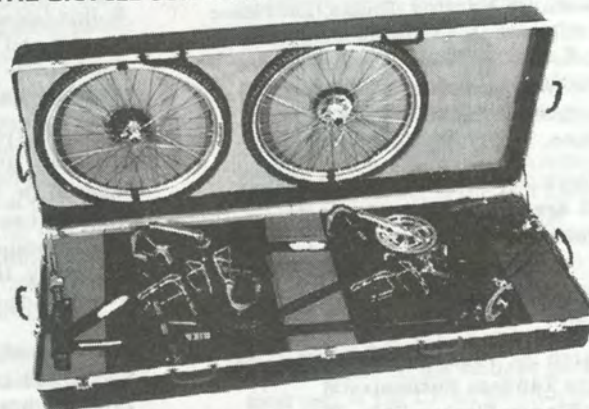
May-June, 1997

March-April, 1997

January-February, 1997



The Tandem Pack



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

www.pedalpack.com

1-888-733-3520



TANDEM CALENDAR 1998

March 8, 1998. **DATES (Dallas, TX Area Tandem Enthusiasts) Mesquite Devil Bowl Ride.** Dallas, TX. Here's your chance to see the Devil Bowl race track without the crowds. 35 to 60 miles. Depart from WalMart parking lot at Hwy 80 & Beltline, east side of Dallas. Mike & Jere Parker (214) 368-0450

March 13, 1998. **T-BONE (Tandem Bicyclists of New England) Planning meeting & pot-luck.** Avon, CT. 6:30 p.m. The purpose of the meeting is to develop rides & weekend events for the 1998 riding season. If you would like to lead or co-lead a ride for T-Bone, or just want to meet some of the group, come along. Bring food to share. Bob & Alice Sawyer, 26 Cliff Dr, Avon, CT, 06001. (860)-673-1181 or e-mail absawyer@aol.com

March 15, 1998. **DATES (Dallas, TX Area Tandem Enthusiasts) Rockwall Ride.** Rockwall, TX. We will decide where to eat at the ride. Rockwall Town Square - Rockwall is east of Dallas about 8 miles. exit I30 and go north on hwy 205 1.5 miles to the square. 35 to 60 miles. Mike & Jere Parker (214)-368-0450

March 15, 1998. **DATES (Dallas, TX Area Tandem Enthusiasts) Social & Business Meeting.** Dallas, TX. Please RSVP and plan to bring a covered dish. We will visit, eat, talk some business and plan for up-coming events. Mayhew's, 3041 Stanford, Plano, TX (972)-596-5251

March 21-22, 1998. **DATES (Dallas, TX Area Tandem Enthusiasts) Stoker Appreciation Ride.** Palo Pinto to Glen Rose, TX. Return the next day: 65 miles each day. Tom Shaddox & Brenda Hursin (972)-517-4534

March 29, 1998. **DATES (Dallas, TX Area Tandem Enthusiasts) McKinney Weston Ride.** This is a favorite ride and GOOODDD eating. 30 to 50 miles. Sicily's Restaurant in McKinney. Exit Hwy 75 at University (Hwy 380) and go east less than a mile. Mike & Jere Parker. (214)-368-0450

April 4, 1998. **Heart of Dixie Tandems ride.** Call for details, a lovely ride through great valleys. Jack or Susan Goertz. 2220 Vanessa Dr, Birmingham, AL 35242. (205)-991-7766. goertz@mindspring.com

April 5, 1998. **Heart of Dixie Tandems ride from Pell City.** Pell City, AL. 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

April 17-19, 1998. **NOTE DATE CORRECTION Alabama Tandem Weekend 1998.** Fairhope, Alabama. Visit friendly, flower filled Fairhope, on the eastern shore of Mobile Bay. Three days of riding in rural mostly flat Baldwin County, (we will try to schedule 1 or 2 hills for an occasional b---- break). Hotel reservations with Fairhope Holiday Inn Express 1-800-465-4329. Mention Alabama tandem weekend. SASE to John & Mary Hodgkins, 356 South Church Street, Fairhope, AL 36532. (334)-990-2551 (before 9pm CST) jrhodgkins@aol.com

April 18-19, 1998. **RATS (Richmond, VA Area Tandem Society) Chesapeake Weekend.** Paul Walaskay & Jinx Lucas offer lovely shore breezes and heavenly flat terrain. 3304 Loxley Rd, Richmond, VA 23227 (804) 358-1155 pwalaskay@utsva.edu

May 1 - 3, 1998. **Southwest Tandem Rally '98.** Waco, TX. Waco is the home of Dr. Pepper soft drinks and the oldest suspension bridge west of the Mississippi River as well as Baylor University. HATS are the hosts: www.ghg.com/currie/swtr98.html or email mandsburdick@compuserve.com or SWTR, 611 E 18th, Houston, TX 77008. (713) 861-2254

May 8-10, 1998. **T-Bone (Tandem Bicyclists of New England) - Cape Cod Weekend.** Harwichport, MA (on the beach). Many rides 15-80 miles. Jean-Marie & George Lambert, P.O. Box 81, Milford, NH 03055. 603-673-

5975. More details via email: RHarvey422@aol.com

May 16-17, 1998. **RATS (Richmond, VA Area Tandem Society) Camping Weekend at Jamestown.** Steve & Chris Brodsky have plans for a ferry ride along with some great quiet roads. 10243 Radford Mill Ter. Mechanicsville, VA 23111 (804)-550-1546

May 15-17, 1998. **T-Bone (Tandem Bicyclists of New England) - Mt. Washington Valley.** Conway, NH. Varied rides from easy 12 mile long Covered Bridge loop to 90 mile Pinkham/Evans Double Notch ride. Nate and Mary-Ellen Carmen, RR #1 Box 639, Bethlehem, NH 03574. 603-444-6887. More details via email: RHarvey422@aol.com

May 16, 1998. **Bicycle Tour to support Recording for the Blind & Dyslexic.** Austin, TX. 100, 45 and 25 mile routes over aggressive hills in the beautiful Texas Hill Country. 8am at Lakeline Mall in northwest Austin. Short, flat circuit course for novice Tandem stokers is the highlight of this new ride. James Hudson (512)-323-0229

May 15-17, 1998. **FLIRTS (Ft Myers/Lee intimate Riding Tandem Society) and TASTE (Tampa and St Petersburg Tandem Express) Sanibel Island Tandem Weekend.** Sanibel Island, FL. A warm up Friday then a Saturday afternoon tour of the residential areas of Sanibel, have supper Saturday night at a local area restaurant. Sunday we ride the entire length of Sanibel with a stop for Sunday Brunch. SASE to: Tom & Kathy Provenzano, 8201 Sanibel Blvd, Ft Myers, FL 33912. (941)-267-8641. tprovenz@peganet.com

May 22-25, 1998. **Northwest Tandem Rally '98.** Spokane, WA. "Rollin' on the River" Four days of wonderful riding, food and companionship. SASE 1998 Northwest Tandem Rally, 106 W 24th Ave, Spokane, WA 99203 (509) 747-4352 or www.eia.com/~bmurphy/sbc/nwtr.htm



May 22-25, 1998. **T-Bone (Tandem Bicyclists of New England) - Londonderry, VT**, Green Mountain scenery and quaint villages of southern Vermont, 23-78 miles, Ray Naughton, 200 Post Rd., Unit #201 Warwick, RI 02888. 401-781-6963. More details via email: RHarvey422@aol.com

May 23-30, 1998. **International Tandem Rally**. Moyaux, Normandy, France. About 400 participants are expected. There will be a variety of runs each day, from 40km to 100km, to suit everyone. The rally will be held at Camping le Colombier just outside Moyaux and additional accommodation in Gites and Canvas Holiday furnished tents is also available. email Carolyn.McHale@BTInternet.com or <http://www.tandem-club.org.uk>

May 22-25, 1998. **16th Annual Kent County Spring Fling**. An annual pleaser with dancing and sailing available besides the usual friends and food. SASE to KCSF 98, 123 Goucher Way, Churchville, MD 21028. Dwight & Phyllis (410) 836-2271

May 22-25, 1998. **GEAR South**. Johnson City, TN. An annual LAB event moves to a new location in the Tennessee hills (and valleys). League of American Bicyclists, 1612 K St NW, Suite 401, Washington, DC 20006. (202)-822-1333.

June 5-7, 1998. **T-Bone (Tandem Bicyclists of New England) - Littleton, NH**, (Nate and Mary-Ellen Carmen, RR #1 Box 639, Bethlehem, NH 03574. 603-444-6887. More details via email: RHarvey422@aol.com tentative

June 12-14, 1998. **Prairie State Tandem Rally**. Rockford, Illinois. "Riding with the Raptors", 20 - 70 mile rides. Host hotel is the Clock Tower Resort in Rockford, IL \$75.00 per team includes banquet, lunch, breakfast, snacks, sag, route markings and entertainment. SASE to Jean & Fred Kennerly, 1619 Arden Ave, Rockford, IL 61107; (815) 398-6861

June 19-21, 1998. **T-Bone (Tandem Bicyclists of New England) - Fairlee,**



VT. Some of the most scenic areas of the northeast. A great place to complete a century; very few climbs along the river route. If you want more challenging rides with spectacular views you can head for the hills. Many mapped or cue-sheeted rides. Don & Carolyn Lane, 45 School Street, Salem, NH 03079. 603-893-4766. More details via email: RHarvey422@aol.com

July 3-6, 1998. **LAB Rally West**. Eugene, OR. League of American Bicyclists, 1612 K St NW, Suite 401, Washington, DC 20006. (202)-822-1333. Bikevent@aol.com

July 3-6, 1998. **T-Bone (Tandem Bicyclists of New England) - Kingfield ME**. Stay at the Herbert Hotel which was considered palatial when it was built in 1918. Kingfield is the home of the Stanley Steamer; the museum is easy walking distance away. Prototype for the Brooklyn Bridge is a short bike ride. Many rides available, featured ride is 80 mile loop to Rangeley Lake; climb in the morning then coast home. Ann and Emery Glass, 1 Dodge Rd., Marblehead, MA. 01945. 981-631-3239. More details via email: RHarvey422@aol.com

July 12, 1998. **RATS (Richmond, VA Area Tandem Society) Pot Luck with the Kauffmanns**. Please contact us in advance. We'll ride first, then eat. Joe, Kris & Peter Kauffmann, 4909 Tag Pl, Glen Allen, VA 23060. (804)-270-3566 kkjpk@aol.com

July 12-14, 1998. **T-Bone (Tandem Bicyclists of New England) - Fitzwilliam, NH**. One of those New England villages that seems transplanted right out of the 18th Century - Covered Bridge ride (five or six covered bridges within a few miles) There is also a ride to Cathedral of the Pines, and another south into

Massachusetts which features a spectacular downhill through an unspoiled gorge. Bob and Linda Harvey, 16 Clinton St., Salem, NH 03079. 603-898-5285. More details via email: RHarvey422@aol.com

July 17-19, 1998. **T-Bone (Tandem Bicyclists of New England) - International Century Weekend**. Lancaster, New Hampshire, Easy



century loop along the Connecticut River into Canada; many other cue sheeted rides are available in New Hampshire and Vermont. Dave & Christina Brown, 603-889-5088,

DBrown3128@aol.com. More details via email: RHarvey422@aol.com August 1-2, 1998. **6th Annual Southern Tier Tandem Weekend**. Elmira NY. Ride, eat and have fun in the southern Finger Lakes area of NY. Rides range from 18 miles to metric centuries both days. BBQ and swim party following the rides each day. SASE to STTR c/o Rich Shapiro, 850 W Clinton St, Elmira, NY 14905. (607) 734-2372. email RSHAPIRO@STNY.LRUN.COM

August 7-9, 1998. **Iowa PIGS Rally**. Davenport, IA. More information will follow. SASE to Sharon Harrington, 309 Valley Ridge Rd, Blue Grass, IA 52726. (319) 381-1427 evenings

August 7-9, 1998. **Eastern Tandem Rally 1998**. Fitchburg, MA. Again this year ETR will be hotel based. SASE to ETR '98, Brad & Diane, P.O. Box 853, Ashburnham, MA 01430

August 14-17, 1998. **GEAR & LAB National Rally**. Wellsley, MA. League of American Bicyclists, 1612 K St NW, Suite 401, Washington, DC 20006. (202)-822-1333. bikevent@aol.com

September 4-7, **Midwest Tandem Rally 1998**. Omaha, Nebraska. Omaha Peddlers Bicycle Club invites all tandem enthusiasts to Omaha, Nebraska for the 1998 Tandem Rally. P.O. Box 1758, Bellevue, NE 68005-1758. (402)-758-0831. e-mail ghull75383@aol.com <http://members.aol.com/Shrbike/PP22.htm> Host hotel is the Red Lion Hotel (800-547-8010). Mention MTR98 to get the group rate.

September 4-7, 1998. **T-Bone (Tandem Bicyclists of New England) - Smuggler's Notch**. Jeffersonville, VT, Snuggled in the foothills on the west side of the Green Mountains east of Burlington, lots of rides with spectacular views of the Green Mountains. Rides varying from 11-100 miles, including Jeff-Jay Challenge (90 miles, 5,000 vertical feet) and the Smugglers Notch Challenge (41 miles). The Pleasant Valley Loop (11 miles) is



a favorite because of the views. Maps/cue sheets. Bob and Linda Harvey, 16 Clinton St., Salem, NH 03079. 603-898-5285, More details via email: RHarvey422@aol.com

September 11-13, 1998. **T-Bone (Tandem Bicyclists of New England) - Acadia Park Weekend**, Bar Harbor, ME - Spectacular scenery in Acadia National Park is some of the nation's finest. Easy access to the park loop of paved roads, and the carriage trails for easy dirt-road riding. Several cue-sheeted rides. Don & Carolyn Lane, 45 School Street, Salem, NH 03079. 603-893-4766. More details via email: RHarvey422@aol.com

September 20-21, 1998. **T-Bone (Tandem Bicyclists of New England) Sea Coast Century Weekend**, Hampton Beach, NH, SASE to Dave Topham, Two Townsend Ave., Salem, NH 03079. 603-898-5479.

September 25-27, 1998. **1998 BART (Bay Area Roaming Tandems) Rally**. Pleasanton-Livermore, CA, the other wine country. Rally headquarters will be located in Pleasanton and the routes will lead us past picturesque vineyards and wineries. Joanne (510)-449-6869 e-mail z bikers@aol.com www.wenet.net/~pickle/bart.htm

October 2-4, 1998. **Fall Allegheny Ride for Tandems (FART V)**. Off road

MTB weekend at Allegheny State Park, Salamanca NY. Private rooms. All meals on your own. Riding XC ski trails, horse trails and dirt roads. Technically not difficult, but be prepared to climb. Registration \$50 per team before July 30, \$60 per team after July 30. For more info, Karen & Brian Managan, 1134 Wall Rd, Webster, NY 14580. (716) 872-1751 or hey_managan@mlsonline.com www.netacc.net/~managan/fart

October 23-25, 1998. **20th Southern Tandem Rally**. Selma, Alabama. Great riding Friday, Saturday and Sunday on rural roads and in a beautiful historic town. Enjoy real southern Bar-B-Que Saturday and Sunday brunch in antebellum White Force Cottage. Registration forms available in early 1998. SASE to Jack & Susan Goertz, 2220 Vanessa Dr, Birmingham, AL 35242. (205) 991-7766

November 7-8, 1998. **RATS (Richmond, VA Area Tandem Society) Leather & Lace "Pumpkin Chunking"**. Call for details about this one. Bob Allen & Cheryl Brown, 12145 Paradise Ln, Hanover, VA 23069. (804)-730-2887. roberta117@aol.com

January 16-17, 1999. **3rd Annual Sebring Tandem Weekend**. Sebring,

FL. hotel reservations with Kenilworth Lodge (800)-423-5939 mention our group. Sebring is located on Route 27 in south-central Florida, about 168 miles northwest of Miami, 95 miles southeast of Tampa, and 89 miles south of Orlando. Enjoy rides 22-65 miles long on flat and rolling roads past cow pastures, orange groves and around numerous lakes. Note that Martin Luther King Day is the following Monday. Joshua Feingold, 244 SW 180th Ave, Pembroke Pines, FL 33029. joshua@polaris.nova.edu

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

January 2-5, 1998. **New Zealand Tandem Stage Race**. Nelson-Blenheim region at the top of the South Island. 7 races over four days. Frith Brown e-mail frith@centralpower.co.nz or contact race co-ordinator: Mike Gane, Stoke Cycle Centre, ++64 3 5476361

May 23-25, 1998. **Platte Bridge Station Stage Race**. Casper, WY. Racing begins Saturday at 7:30 am with the Goat Path Prologue. Sunday's race is the Poison Spider Time Trial over a 14.5 mile course, followed by the Casper Classic Downtown Criterium. Monday's race is 3.5 laps of a 7.1 mile course. PBSSR, PO Box 775, Casper, WY 82602. (307)-266-1136. fee required. USCF sanctioned event.

June 21, 1998. **5th Annual Father's Day Bike Races and Family Fun Day**. Eldersburg, MD. Beginner and licensed races for kids and adults. Open licensed tandem category - 15 miles, flat, 1 mile course. Prizes. Registration fee. (410)-489-4902 email: yenchas@westat.com

Send your race listings to the DoubleTalk Editors Now!



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

e-mail: tca_of_a@mindspring.com

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



CLASSIFIEDS

FOR SALE: 1992 Burley Duet, Shock-absorbing seatpost for stoker, handlebar bag, cyclocomputer, toeclips & straps. Ideal bike for a new tandem team. \$1000. Burt & Diane, Cherry Hill, NJ. (609)-667-8757 or e-mail to BIKR2TH@aol.com 3/98

FOR SALE: 21-speed Yokota "Grizzly Peak" tandem. 23"x21". Ridden less than 1000 miles. Sacrifice for \$850. Mark Harris (704)-264-6906 (Boone, NC). 3/98

FOR SALE: Gary Fisher Gemini. 19x17 True Temper Cr-Mo frame with 26" wheels. Converted to enduro style road bike. Recent overhaul with many new parts and upgrades. \$995. Bernie and Colleen Derry, (802) 878-5785 evenings or e-mail derry@together.net (VT) 5/98

FOR SALE: 1994 custom-built Borthwick tandem with Allsop Beam stoker suspension. Tricolor blue (truly a beauty!) Shimano XT Drive train (derailleurs, 50/42/28 crankset, 12/32 cassette), EDCO sealed hubs, Phil Wood bottom brackets, Stronglight headset, Maguar hydraulic brakes. 3,000 miles. Can comfortably transport a captain from 5' 8" to 6' 2" and a stoker from 5' 4" to 5' 10". For sale by original owner. \$2,500. Call 414/363-2679 (WI) or e-mail to lfiegel@execpc.com 5/98

FOR SALE: 1989 Santana Visa, 56x53 (medium), 21-speed, Columbus tubing, rear rack, Catey cyclometer. \$900+shipping. Rick Akin, St. Louis, MO (314)-845-7437 or e-mail to akinrl@worldnet.att.net 5/98

FOR SALE: 1996 20x18" Cannondale MT1000 in powdercoat Matte Panama Blue, only 3,500 miles, 18-mos since newly purchased, always transported inside a van, very nice condition with upgraded Serfas ARC matching man's and woman's Dual Density leather and Kevlar saddles and Shimano V-brakes. Handlebar stem upgraded to more relaxed riding position and with bar-ends for Captain and Rear Admiral. Has rear rack, water bottle cages, and computer. Coda kickstand and Coda stoker suspension seatpost.

Over \$2000 invested. Asking \$1650. Contact Tom & Kathy @ tprovenz@peganet.com or telephone 941/267-8641 (FL) 5/98

FOR SALE: Santana Visa, upgraded to Arriva. Large frame (59x53). Deore XT triple crank, Ultegra bar-end shifters, Arai drum brake, 48-spoke Wheelsmith wheels (700c) with EDCO hubs, Shimano SPD 737 pedals for both captain and stoker. Will come with rear rack, installed cyclometers, and 4 water bottle cages. We have ridden it ~1500 miles and are looking to upgrade, \$2000. Cathy or Glen (650/525-9695) or email gapbike@aol.com. SF Bay area, but willing to drive or ship within a reasonable distance. 5/98

WANTED: Rans Tandem "Screamer". Camm Lary. Call 512-756-2156 office or 512-756-2919 home; e-mail to claryjr@tstar.net (TX) 5/98

WANTED: Rans Screamer Recumbent, must be in excellent condition. Also, **FOR SALE:** 2 Bike-E's, blue 21-speed, only 3 months old. Like new. May trade. Give a call (561)-547-6030 or send an e-mail to larlisa1@aol.com 3/98

FOR SALE: Gary Fisher Gemini. 19x17 True Temper Cr-Mo frame with 26" wheels. Converted to enduro style road bike. Recent overhaul with many new parts and upgrades. \$1195. Bernie and Colleen Derry, (802) 878-5785 evenings or e-mail derry@together.net (VT) 5/98

FOR SALE: Two pairs of 48-hole rims. Sun Rhynos, 700c new take-offs from Santana wheelset, \$55/pair. 27" 48h Wolber M59 rims with dark anodized finish \$30/pair: Bernie and Colleen Derry, (802) 878--5785 evenings or e-mail derry@together.net (VT) 5/98

FOR SALE: Adams Trail-A-Bike tandem model in very good condition. 3-speed derailleur, two water bottle cages, bright red, a great family machine. 3 years old. \$375. (770)-503-9872 or email to teritchie@mindspring.com (GA) 5/98

FOR SALE: 1996 Bushnell Tandem. Assembled by Tandems East. 22x18. 24-speeds. Bar-end shifters. Tamer shockpost. Metallic red. Ridden approximately 1000 miles. Compare a 1998 model at \$3200, buy this one at \$2000. Robert Norvall, Gettysburg, PA (717)-309-0742 (evenings and weekends) or e-mail to bnordval@gettysburg.edu 5/98

FOR SALE: French Motobecane tandem in excellent condition. 18-speed. Older bike, but low use. \$700. Includes a free FL weekend w/guide. (850)-476-6183 5/98

FOR SALE: Gary Fisher Gemini. 19x17 True Temper Cr-Mo frame with 26" wheels. Converted to enduro style road bike. Recent overhaul with many new parts and upgrades. \$1195. Bernie and Colleen Derry, (802) 878-5785 evenings or e-mail derry@together.net (VT) 5/98

FOR SALE: Santana tandem, hybrid model. 18-speed. Smooth condition. \$1650 OBO. 310/318-8563 (CA) 5/98

FOR SALE: Tandem crankarms, Shimnao Deore Triple, 175. Has 100 miles or less, like new w or w/o timing rings. \$125. Shimano STX Microdrive triple crankset, w 2 chainrings, \$28. 27" rear wheel, 48 SS spokes, 4X. Shines like new, <100 miles. \$70.00. Time cleats, 2 pr, one new, one used. Make offer. Much more, including some Campy equipment and ????. Make an offer, or will consider trade! Matt Kurzrock, 310/541-1456 (h) or MattKurz@aol.com (CA) 5/98

WANTED: Child stoker kit for Santana. Also any information on teaching my four-year-old to be a stoker would be helpful. Michael Faunce (507)-280-4199 or e-mail to faunce@millcomm.com (MN) 5/98

Classified advertising rates available upon request. Send a SASE to the Editors. Non-commercial Classifieds are free to TCA Members. Please include your member # with your ad.



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 Bill or Billie 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.

Bill or Billie Routh

e-mail routh@mypobox.com

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: Bill or Billie Routh
2510 Lake Shore Dr
Greensboro, NC 27407

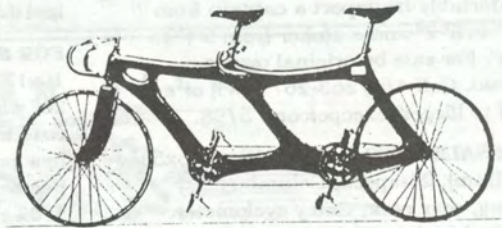
TCA Merchandise Order Form

New Lower Price - Same high quality!

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

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



(logo shown approximately full size)

RED STILL AVAILABLE!

Total Qty Green Polo shirts ___ x \$25.00 = _____

Total Qty Patches ___ x \$ 4.00 = _____

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

Indicate quantities and include \$25.00 for each shirt, \$4.00 for each patch ordered.
Canadian and other foreign orders should include extra for appropriate postage.

Ship to: Name: _____

Address: _____

City: _____

State: _____ ZIP _____ Country _____

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



TCA DEALER MEMBERS

Tandem Dealers

GEAR-TO-GO-TANDEMS. NY and Northern PA's largest Santana dealership. Two locations: Rochester & Elmira, NY. Santana, Ibis, Burley, Rans in stock. Test rides by appointment. Elmira (607)-732-4859; Rochester (716)-872-6120. E-mail Rich@gtgtandems.com Visit our website: <http://www.gtgtandems.com> 05/98 (53741)

SMOOTHER BIKES. Custom framesets (tandems & half bikes) and stems of fillet-brazed steel. Complete repaint service. John Hodgkins, 356 S Church St., Fairhope, AL 36532 (334)-990-2551. E-mail: jrhodgkins@aol.com 05/98 (53743)

PRECISION TANDEMS Santana, Co-Motion, daVinci, Roland, Adams, Triples, quads, child conversions, and trailer bikes. Large selection. Parts, accessories, rentals, sales, and service. Demo rides by appointment. Lawrence, KS (913)-962-8866 E-mail: tandem-doctor@juno.com 05/98 (53745)

ATLANTIC BICYCLE one of FLORIDA's largest tandem dealers! Burley, Santana, Cignal, Trailmate. Recumbent tandems: Rans, Vision, Maxam. 6350 West Atlantic Boulevard, Margate, FL 33063. (954)-971-9590. <http://www.bikeroute.com/AtlanticBicycle> 9/98 (53746)

ERICKSON CYCLES The world's finest tandems. Custom-fit, handbuilt, and beautiful! Signature, Production, S&S coupling travel models available. Order now for Spring/Summer delivery. 6119 Brooklyn Avenue NE, Seattle, WA 98115 206.527.5259. GlennEBike@aol.com 11/98 (52666)

TANDEMS, LIMITED. Tandems, Ltd 4th Annual TandemFest & Open House. Come one, Come all. Ride the new tandems! Enjoy the food & fun! Free Catalog. 2220 Vanessa Drive, Birmingham, AL 35242-4430. (205)-991-5519 e-mail: tandems@mindspring.com 01/99 (431)

da Vinci Designs - Builders of the IC tandems you've heard about. Tandem components: cranks 160mm - 180mm, brake boosters, tandem rims, in-line cable adjusters and separators. 303/936-1241 www.teamspirit.net

TANDEM MATCHMAKERS Touring, Racing, Family, Mountain, Track - New, Used - over 100 Tandems, Triplets, Quad, Recumbents. Rentals. Long tests. Wheels, Brazing, Odd Parts, Wheels, Brazing, Odd Parts shipped worldwide. Mt. Airy Bicycles (888)-MYTANDEM or tandemist@aol.com (MD) 3/98

Other Dealer Members

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 tandems@netins.net. TOTALLY TANDEMS, INC., P.O. Box 1661, Marshalltown, IA 50158-7661. 05/98 (11324)

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. 07/98 (4985)

TANDEM TOURS -- Want to write about yours and PUBLISH too? Sharing our successful Book Proposal for \$19.95 + \$1.55 for CA residents. **Odyssey House**, 549 E. Saginaw, Fresno, CA 93704-4125 or ph: (209)-226-1801. e-mail: tandem2@ix.netcom.com. URL: <http://www.netcom.com/~tandem2/p roposal.htm> 09/98 (6682)

ULTRALIGHT bicycle mirrors for glasses or helmet. Stable, artistic. \$14postpaid. Handcrafted movable, accurate, sterling & 14k tandem jewelry by Chuck Harris. Tandem Embroidered sweatshirts, \$29 pp. Box

363, Gambier, OH 43022. (614)-427-3404 9/98 (53747)

T-SHIRT QUILTS Handcrafted from your souvenir T-shirts. Each quilt is a one-of-a-kind custom design keepsake. Prices range from \$85 to \$275. Call Margaret Thatcher, Brainerd, MN for brochure. 1-800-337-8771 11/98 (8397)

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. 11/98 (51405)

<http://www.kiva.net/~studio33>
Terrific Tandem Gifts! Bicycle metal sculpture, jewelry, home/office accessories. Neat things for your single cyclist friends, too. Great for awards. Delivered to your door. You'll want them for yourself! 11/98 (53893)

ERICKSON CYCLETOURS

Summer'98 Cycle France or Switzerland with your tandem partner! Fully supported tandem tours lead by nationally acclaimed tandem builder Glenn Erickson. Rhone Hills and Valleys: July 16-9; Switzerland: Aug 15-28; Provence: Aug 30-Sept 12; Call or e-mail for details. 1.888.972.0140; www.ecycletours.com 11/98 (53253)

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 1/98 date will not run in March-April if your renewal is not received by **February 1, 1998**) 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.



"HOW MUCH LONGER HAVE WE GOT TO WAIT FOR THE TANDEM?"

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

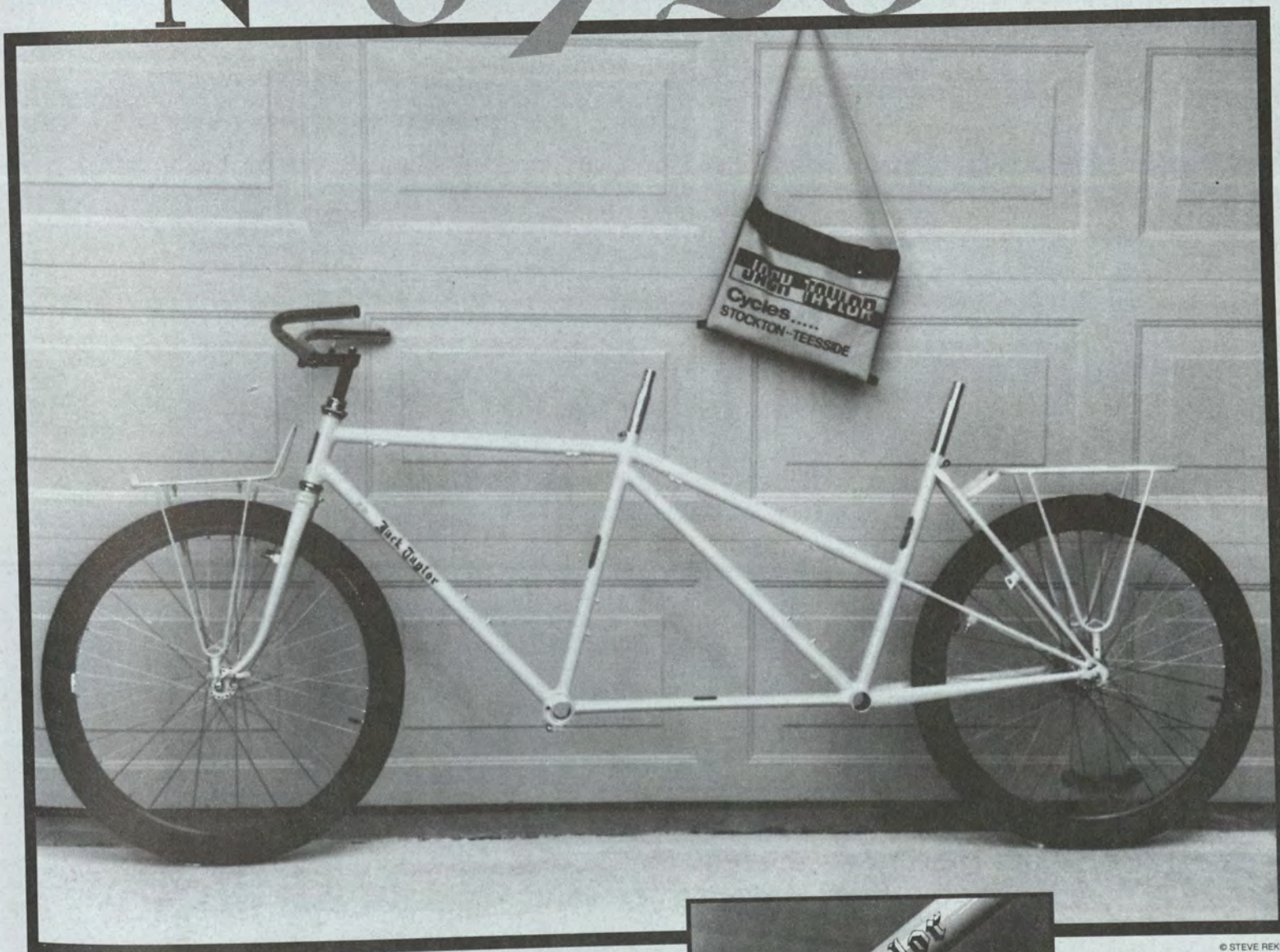
MAIL TO: **Tandem Club of America**, 306 W Union St, Morganton, NC 28655-3729

(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? _____

FRAME

N. 8725

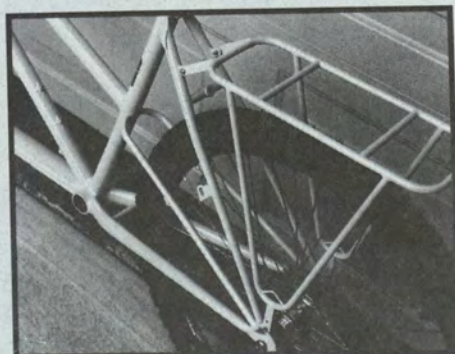


© STEVE REKER

Jack Taylor Expedition Touring Tandem Frame ...

... If not the "Last of the Mohicans," it's darned close. In the last ten years, only a few of these precious custom-made frames have rolled out of "The Peddlers" shop, and most of these have only been restorations. First featured in Playboy Magazine in 1971, the Jack Taylor frame pictured above is a 531 tourist-model. This "Ladyback" style has plain-gauge tubing that more than meets its intended use — the extended expedition. Its creators, the Brothers Taylor, always had a faithful following in England, but after a BBC World Service Radio interview, their success soared. Orders came pouring in from all over the world for the now-famous bikes. Recently, the Taylors were featured on a television documentary that covered their 50 years in the bicycle business.

As the Taylors always say ... "Have a nice ride!"



Tandem Club of America

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

6 Issues of DOUBLETALK and membership

United States ... \$15.00

Canada ... \$20.00

Other International ... \$25.00

TCA

All dues are quoted in U.S. Dollars

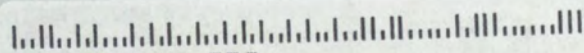
Tandem Club of America

DoubleTalk

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

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

Forwarding Postage Guaranteed
Address Correction Requested



**3-DIGIT 352

Member No: 151

9 Issues Left

Jack & Susan Goertz

2220 Vanessa Dr

Birmingham AL 35242-4430

THIRD CLASS MAIL